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DOMINION OF CANADA

REPORT

RELATING TO

MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS

AS CONTROLLED BY THE

DEPARTMENT OF TRADE AND COMMERCE

FOR THE

Fiscal Year ending March 31, 1919, with Traffic Returns, etc., to
December 31, 1919.

This Report is published as a Supplement to the Annual Report of the Deputy Minister,
and was formerly published as Part VI of the Annual Report of the Department.

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

J. DE LABROQUERIE TACHÉ,
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1920

[No. 10a—1920.] Price, 10 cents.

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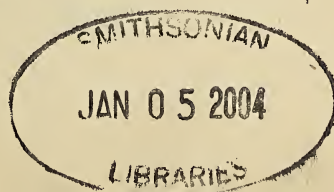
1920

EXPLANATION OF ESTIMATES for the year ending March 31, 1921, as compared with those for the year ending March 31, 1920, with statements of services rendered and expenditures to December 31, 1919, on account of Mail Subsidies and Steamship Subventions.

XVII.—MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS.

Amount to be voted, \$1,294,300.66.

Page No.	Vote No.		1919-20.	1920-21.
		ATLANTIC OCEAN.	\$ cts.	\$ cts.
5	158	Canadian Atlantic ports and Australia and New Zealand....	140,000 00	140,000 00
7		Canada and Great Britain.....	1,000,000 00	
10	159	Canada and Newfoundland.....	70,000 00	35,000 00
12	160	Canada, the West Indies and South America.....	340,666 66	340,666 66
15	161	Canada and South Africa.....	146,000 00	146,000 00
		PACIFIC OCEAN.		
19	162	Canada, Australia or New Zealand, or both (Pacific).....	180,509 00	130,509 00
22	163	Canada, China and Japan.....	253,333 34	200,000 00
24	164	Prince Rupert and Queen Charlotte Islands.....	21,000 00	21,000 00
26	165	Victoria and San Francisco.....	3,000 00	3,000 00
27	166	Victoria, Vancouver and Skagway.....	12,500 00	12,500 00
29	167	Victoria and West Coast Vancouver Island.....	5,000 00	5,000 00
31	168	Vancouver and Northern ports of British Columbia.....	16,800 00	16,800 00
33	169	Vancouver and ports on Howe Sound.....	3,334 00	5,000 00
		LOCAL SERVICES.		
35	170	Baddeck and Iona.....	6,825 00	6,825 00
36	171	Charlottetown, Victoria and Holliday's Wharf.....	2,500 00	2,500 00
37		Froude's Point and Lockeport, N.S.....	1,000 00	
39	172	Grand Manan and the mainland.....	12,500 00	12,500 00
40	173	Halifax and Canso and Guysboro.....	5,000 00	5,000 00
42	174	Halifax and Newfoundland <i>via</i> Cape Breton ports.....	10,000 00	5,000 00
43	175	Halifax, and La Have River.....	4,000 00	4,000 00
45	176	Halifax and Spry Bay.....	4,000 00	4,000 00
46	177	Halifax, South Cape Breton and Bras d'Or Lakes.....	6,000 00	6,000 00
48	178	Halifax and West Coast Cape Breton.....	4,000 00	4,000 00
49		Halifax and Sherbrooke.....	2,000 00	
51	179	Mulgrave and Canso.....	9,500 00	9,500 00
52	180	Mulgrave and Guysboro.....	7,500 00	7,500 00
53	181	Newcastle, Neguac and Escuminac, Miramichi River and Bay.....	3,000 00	3,000 00
55	182	Pelee Island and the Mainland.....	8,000 00	8,000 00
58	183	Petit de Grat and I.C.R. terminus at Mulgrave.....	7,000 00	7,000 00
59	184	Pictou, Montague, Murray Harbour and Georgetown.....	6,000 00	6,000 00
60		Pictou, New Glasgow, Antigonish County and Mulgrave....	1,500 00	
62	185	Pictou, Mulgrave and Cheticamp.....	7,500 00	7,500 00
63	186	Port Mulgrave, St. Peter's, Irish Cove and Marble Mountain.....	6,500 00	6,500 00
65	187	Quebec, Montreal, and the North and South Shores of the Gulf of St. Lawrence, and Prince Edward Island, Nova Scotia, and the Magdalen Islands.....	70,000 00	70,000 00
69	188	St. John and St. Andrew's, N.B.....	4,000 00	4,000 00
70	189	St. John and Bridgetown.....	2,500 00	2,000 00
72	190	St. John and Digby.....	20,000 00	10,000 00
73	191	St. John, Digby, Annapolis and Granville.....	2,000 00	2,000 00
74	192	St. John, Bay of Fundy and Minas Basin.....	8,000 00	5,000 00
77	193	St. John, Westport and Yarmouth.....	10,000 00	10,000 00
78	194	Sydney and Bay St. Lawrence.....	6,000 00	9,000 00
80	195	Sydney and Whyccomagh.....	4,000 00	4,000 00



EXPLANATION OF ESTIMATES for the year ending March 31, 1921—*Concluded.*

Page No.	Vote No.		1919-20.	1920-21.
		LOCAL SERVICES— <i>Concluded.</i>	\$ cts.	\$ cts.
81	196	Sydney, Bras d'Or Lake ports and East and West Coasts of Cape Breton.....	14,000 00	14,000 00
83	197	Expenses of supervision.....	3,500 00	4,000 00
		Other appropriations for 1919-20, not required for 1920-21....	57,386 67	
			2,507,854 67	1,294,300 66
		AUTHORIZED BY STATUTE.		
		Canada, China and Japan (1-2 Geo. V, Chap. 25).....	121,666 66	121,666 66
			2,629,521 33	1,415,967 32

SESSIONAL PAPER No. 10a

ATLANTIC OCEAN SERVICES

CANADIAN ATLANTIC PORTS AND AUSTRALIA AND NEW ZEALAND.

NEW ZEALAND SHIPPING CO., LTD.

Contract No. 46.
T. & C. File No. 23488.

Vote 158.—Canadian Atlantic ports and Australia and New Zealand, steam service between—

1919-20..	\$140,000
1920-21..	140,000

Contractors.—New Zealand Shipping Co., Ltd., of London, England. (Canadian address: 213 Board of Trade building, Montreal, Que.)

Contract Dated.—May 5, 1919.

Duration of Contract.—Opening of navigation, 1919, until March 31, 1920.

Service.—Monthly. This is an outward service only, and these steamers do not return to Canada directly.

Ports of Call.—(a) During the season of open navigation on the St. Lawrence, from Montreal to the ports, or any two of the ports, of Auckland, Wellington, Lyttleton and Dunedin, N.Z., and the ports of Melbourne and Sydney, Aus., calling at such other ports in New Zealand or Australia as the contractors may desire.

(b) During the season of closed navigation on the St. Lawrence, from St. John, N.B., calling at Halifax, and thence proceeding to the ports in New Zealand and Australia mentioned in paragraph (a).

Speed and Capacity Required.—10 knots, each ship to be capable of carrying 7,500 tons at 40 cubic feet to the ton.

Subsidy.—\$140,000 per annum, payable at the rate of \$11,666.66 for each trip.

Cold storage.—Steamers to be fitted with reasonable cold storage accommodation should occasion warrant.

Deduction for Short Cargo.—An average cargo of 5,000 tons on each monthly trip is to be carried throughout the year; and \$2 is to be deducted from the subsidy at the end of each year for every ton short of the total measurement or weight which should have been carried upon such number of sailings as may have been performed, based upon the said 5,000 tons per voyage.

Mails.—To be carried free.

Trade Commissioners.—To be carried free.

Government Railway Clause.—Included.

DISTANCES.

	Miles.
St. John to Melbourne..	12,435
Halifax to Melbourne..	12,250
Montreal to Melbourne..	12,895
Melbourne to Sydney..	575
Sydney to Auckland..	1,275
Auckland to Wellington..	555
Wellington to Lyttleton..	175
Lyttleton to Dunedin..	181
Distance between terminal ports—Summer..	15,656
Winter..	15,303

10 GEORGE V, A. 1920

DESCRIPTIONS OF VESSELS EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger accommodation.	Refrigerator space.	N. H. P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At	In.	Of.
Middleham Castle.....	Ft. 380	Ft. 50	Ft. 26·9	2,900	4,534	7,038	Nil.	Cu. ft. Nil.	425	Knots 10	Port Glas- gow.	1910	Steel.
Cufic.....	475·9	55·2	35·8	5,444	8,249	10,600	Nil.	133,600	375	11	Belfast.....	1895	Steel.
Rona.....	400	54	32·2	3,784	6,205	9,300	Nil.	Nil.	495	10½	Middles- boro.	1918	Steel.
Waipara.....	420·6	54	28·6	5,165	6,994	8,660	Nil.	339,784	518	11	Newcastle..	1904	Steel.
Wangaratta.....	350	58·4	37·1	4,698	7,897	10,150	Nil.	360,110	369	11	Bellast.....	1919	Steel.
Kaikoura.....	460	58·2	30·9	5,671	8,697	10,738	Nil.	288,929	918	12	Clydebank..	1903	Steel.
Whakatane.....	420	54	28·7	5,438	7,022	8,500	Nil.	221,000	491	10½	Newcastle..	1900	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Passengers Carried.	Freight Carried (Outwards).		Live Stock.	Mails.	Subsidy Paid.
			Weight	Measurement.			
1910.....	8	Nil.	Tons. 11,458	Tons. 45,014	Nil.	Nil.	\$ cts. 80,000 00
1911.....	12	1	12,304	73,640	Nil.	Nil.	120,000 00
1912.....	12	15	18,011	75,201	10	Nil.	120,000 00
1913.....	12	3	10,901	69,792	24	Nil.	121,666 66
1914.....	12	Nil.	44,245	74,569	Nil.	Nil.	140,000 00
1915.....	10	1	29,024	64,234	Nil.	Nil.	116,666 66
1916.....	7	Nil.	19,738	46,820	Nil.	Nil.	81,666 62
1917.....	5	Nil.	11,882	37,704	Nil.	Nil.	58,333 30
1918.....	No subsidized service was performed.						
1919.....	7	Nil.	13,042	35,146	Nil.	Nil.	81,666 62

No Inward passengers or cargo are carried.

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	Canadian Origin.			United States Origin.			West Indian and Newfoundland Origin.			Total.		
	Tons Weight.	Tons Measure-ment.	Value.	Tons Weight.	Tons Measure-ment.	Value.	Tons Weight.	Tons Measure-ment.	Value.	Tons Weight.	Tons Measure-ment.	Value.
1912.....			\$			\$			\$			\$
1912.....	2,791	71,232	2,970,284	15,067	3,966	881,859	148	3	37,617	18,016	75,201	3,889,760
1913.....	4,170	59,515	3,364,605	6,661	10,200	1,150,674	70	77	40,888	10,901	69,792	4,556,167
1914.....	44,097	68,265	4,621,301	96	6,287	960,713	52	17	26,435	44,245	74,569	5,608,449
1915.....	28,184	60,133	4,591,310	634	4,053	698,363	206	48	130,555	29,024	64,234	5,420,228
1916.....	19,125	33,350	3,668,739	371	13,461	2,019,011	242	9	118,436	19,738	46,820	5,806,186
1917.....	10,719	32,246	3,783,900	885	5,405	727,185	278	53	113,762	11,882	37,704	4,624,847
1918.....	No subsidized service was performed.											
1919.....	12,926	30,709	6,823,961	39	4,414	842,487	77	23	45,210	13,042	35,146	7,711,658

SESSIONAL PAPER No. 10a

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin.—Nails and staples, pig iron, steel sheets, plaster, insulated cable, enamelware, automobiles and parts thereof, calcium carbide, chairs, newsprint paper, wall paper, wrapping paper other paper, sole leather, agricultural implements, rubber goods, iron pipe, hardware, clothes pins, seed, fruit jars, corsets, cereal foods, wire, pianos, asbestos fibre, paint and varnish.

Of United States Origin.—Automobiles and parts thereof, organs, wallboard, wrapping paper, tractors, motor cycles, pianos and batteries.

Of West Indian Origin.—Cocoa, pimento, ginger and lime juice.

CANADA AND GREAT BRITAIN.

Contract No. 1.
T. & C. File 22592.

THE WHITE STAR-DOMINION LINE.

THE CANADIAN PACIFIC OCEAN SERVICES, LTD.

THE CUNARD LINE.

THE ANCHOR-DONALDSON LINE.

Vote.—Canada and Great Britain, ocean and mail service between—

1919-20..	1,000,000
1920-21..	No subsidy voted.

Contractors.—The Canadian Pacific Ocean Services, Limited, Montreal, Que.

Contract dated.—December 13, 1916.

Duration of contract.—From the close of navigation on the St. Lawrence, 1916, until the opening of navigation in 1917.

Owing to the uncertain shipping conditions occasioned by the war, this contract was not renewed, but the service was continued under authority of Orders in Council until March 31, 1920, when it was taken over by the Post Office Department. During the 1919 season of St. Lawrence navigation, and the winter of 1919-20, payment for the carriage of mails, eastbound only, was made at the rate of 50 cents for each cubic foot of mails carried, for such sailings from Canada as were utilized by the Post Office Department.

Ports of call.—

1. In Canada—Quebec or Montreal in summer, and St. John or Halifax in winter, at the option of the contractors.
2. In Great Britain—Liverpool; though the ports of Glasgow or London may be substituted.

Subsidy.—50 cents per cubic foot for the actual quantity of mails carried east-bound only.

DISTANCES.

	Miles.
Montreal to Quebec..	139
Quebec to Rimouski..	183
Rimouski to Liverpool (via Belle Isle)..	2,438
Rimouski to Liverpool (via Cape Race)..	2,638
St. John to Halifax..	292
Halifax to Liverpool..	2,595

10 GEORGE V, A. 1920

DESCRIPTION OF VESSELS EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.			Refrigerator Space.	N. H. P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
Missanabie.....	500·6	64·2	37·9	7,727	12,469	8,000	Nil.	520	1200	46,070	725	15½	Whiteinch..	1914	Steel.
Metagama.....	500·6	64·2	37·9	7,727	12,469	8,000	Nil.	520	1200	46,070	725	15½	Whiteinch..	1914	Steel.
Corsican.....	500·3	61·2	38·0	7,272	11,419	6,000	150	300	1300	24,270	1440	15	Whiteinch..	1907	Steel.
Grampian.....	485·7	60·2	38·1	7,033	10,947	6,100	150	250	1000	23,320	1262	15	Linthouse...	1907	Steel.
Pretorian.....	436·9	53·1	29·7	4,855	7,654	7,500	.....	.....	.....	7,326	799	13	Hartlepool..	1901	Steel.
Scandinavian..	550·3	59·3	43·9	7,730	12,099	8,158	Nil.	500	720	19,688	1313	16	Belfast.....	1898	Steel.
Scotian.....	515·3	59·8	23·8	6,442	10,322	4,856	Nil.	406	1012	20,715	1126	15	Belfast.....	1898	Steel.
Melita.....	520·0	67·2	25·4	8,526	13,967	.....	.....	.....	.....	.....	1459	16½	Belfast.....	1917	Steel.
Minnedosa.....	546·0	67·0	25·4	8,521	13,972	.....	.....	.....	.....	.....	1495	16½	Glasgow.....	1918	Steel.
Empress of France.....	571·4	72·4	26·0	10,747	18,481	.....	.....	.....	.....	.....	2000	.....	Dalmuir.....	1913	Steel.
Canada.....	514·0	58·0	35·0	5,982	9,415	6,016	Nil.	512	1087	29,325	873	15	Belfast.....	1896	Steel.
Megantic.....	550·4	67·3	41·2	9,183	14,878	8,790	360	472	1070	27,260	1677	16½	Belfast.....	1909	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of round trips run	Number of Passengers Carried.	Tons of Freight Carried.	Live stock.	Mails.	Subsidy Paid.
1907	60,395	162,489	.....	Not stated.	\$ cts. 555,432 47
1908	78,117	235,426	.....	Lock Bags. 58,377	56,766 578,447 12
1909	72,787	282,859	738	77,638	59,345 582,713 58
1910	86,920	256,542	.....	110,450	51,285 584,233 60
1911	52	88,645	Nil.	139,207	54,194 560,225 50
1912	52	98,260	.....	168,791	66,689 549,168 44
1913	117½	191,688	.....	255,838	88,614 855,721 00
1914	107	147,717	Nil.	217,204	102,625 724,147 90
1915	59½	91,940	Nil.	218,367	69,639 449,685 01
1916	55	73,565	Nil.	221,418	159,939 264,910 88
1917	56½	54,143	Nil.	217,394	237,082 450,608 71
1918	49	50,577	138	275,016	132,835 574,928 61
1919 (Eastbound only)	47	39,906	Nil.	48,800	35,875 332,556 16

SESSIONAL PAPER No. 10a

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

By	Canadian Origin.			United States Origin.			Total.		
	Tons Weight.	Tons Measurement.	Value.	Tons Weight.	Tons Measurement.	Value.	Tons Weight.	Tons Measurement.	Value.
1912 Allan steamers.....	43,709	46,446	7,309,626	16,992	14,330	4,016,411	60,701	60,776	11,326,037
C.P.R. steamers.....	25,061	13,190	2,868,071	18,454	26	5,005,707	43,515	13,216	7,873,778
Total.....	68,770	59,636	10,177,697	35,446	14,356	9,022,118	104,216	73,992	19,199,815
1913 Allan steamers.....	123,187	43,547	12,841,602	15,712	4,541	3,865,260	138,899	48,088	16,206,862
C.P.R. steamers.....	40,905	14,954	5,131,824	16,115	66	3,863,253	57,020	15,020	8,995,077
C.N. steamers.....	7,983	435	2,154,130	2,973	Nil.	837,417	10,956	435	2,991,547
Oceanic S.N. Co. steamers.....	67,998	2,585	5,905,072	15,462	33	1,733,976	83,460	2,618	7,639,048
Total.....	240,073	61,521	25,532,628	50,262	4,640	10,299,906	290,335	66,161	35,832,534
Allan steamers.....	97,459	27,660	10,241,329	12,696	905	3,238,993	110,155	28,565	13,480,3—
C.P.R. steamers.....	38,129	1,954	5,752,587	9,925	479	2,473,813	43,054	2,433	8,226,400
1914 C.N. steamers.....	8,727	315	1,795,697	1,616	Nil.	621,913	10,343	315	2,147,610
Oceanic S.N. Co. steamers.....	32,471	3,857	4,149,418	6,297	823	1,689,117	38,768	4,680	5,838,535
Total.....	171,786	33,786	21,939,031	30,534	2,207	8,023,836	202,320	35,993	29,962,867
Allan steamers.....	74,916	14,678	15,339,859	29,739	3,264	10,382,211	104,655	17,942	25,722,070
C.P.R. steamers.....	42,480	7,940	15,007,914	34,821	1,065	14,096,136	77,301	9,005	29,104,050
1915 Oceanic S.N. Co. steamers.....	9,973	3,894	1,671,230	5,993	67	2,035,832	15,966	3,961	3,707,062
Total.....	127,369	26,512	32,019,003	70,553	4,396	26,514,179	197,922	30,908	58,533,182
*Allan steamers.....	17,271	1,420	3,475,035	6,263	.....	2,187,546	23,534	1,420	5,662,581
1916 C.P.R.....	109,232	10,063	29,841,059	44,739	1,833	15,605,858	153,971	11,896	45,446,917
Oceanic S.N. Co. steamers.....	7,161	483	1,367,576	1,949	61	1,251,979	9,110	544	2,619,555
Total.....	133,664	11,966	34,683,670	52,951	1,894	19,045,383	186,615	13,860	53,729,053
1917 C. P. Ocean Serv. Ltd..	170,446	12,085	51,131,721	20,102	1,738	7,256,102	190,548	13,823	58,387,823
White Star Dominion Line.....	41,383	2,638	9,286,809	3,767	344	1,685,062	45,150	2,982	10,971,871
Cunard Line.....		Statistics	not available.						
Total.....	211,829	14,723	60,418,530	23,869	2,082	8,941,164	235,698	16,805	69,359,694
1918 C.P.O.S.....	67,041	16,715	18,087,935	19,762	334	8,388,047	86,803	17,049	26,475,982
White Star Dominion...	39,833	1,550	11,064,885	9,399	371	6,347,353	49,232	1,921	17,412,238
Total.....	106,874	18,265	29,152,820	29,161	705	14,735,400	136,035	18,970	43,888,220
1919 C.P.O.S.....	116,346	9,480	43,781,458	35,201	2,197	15,474,171	151,547	11,677	59,255,629
White Star Dominion...	16,120	929	4,204,775	1,783	97	1,084,067	17,903	1,026	5,288,842
Total.....	132,466	10,490	47,986,233	36,984	2,294	16,558,238	169,450	12,703	64,544,471

*To April 30.

PRINCIPAL ARTICLES EXPORTED.

BY C. P. OCEAN SERVICES, LTD.

Of Canadian Origin.—Asbestos, copper-nickel matte, silver ore, silver ingots, aluminum ingots, lumber, meats, leather, cheese, wheat, flour, oatmeal, apples, zinc dross, sal ammoniac skimmings, raw furs, scrap brass, pulpboard, wool, salmon, rags, bacon, hay, organs and parts thereof, agricultural implements, acetate of lime and linseed cake.

Of United States Origin.—Meats, lard, cereal foods, evaporated plums, doors, wheelbarrows, canned crabs, provisions, washboards and dressed poultry.

BY WHITE STAR. DOMINION LINE.

Of Canadian Origin.—Silver ingots, raw furs, wheat, flaxseed, cheese, frozen salmon, lumber, oatmeal, rolled oats, flour, bacon and ham, organs, rags, leather, oil cake meal, paper, fruit, hay, and wood handles.

Of United States Origin.—Meats and lard.

CANADA AND NEWFOUNDLAND.

THE REID NEWFOUNDLAND COMPANY, LTD.

Contract No. 60.

T. & C. File No. 23660.

Vote 159.—Canada and Newfoundland.—Steam service or services between—

1919-20..	\$70,000
1920-21..	35,000

Contractors.—The Reid Newfoundland Company, Ltd., of St. John's, Nfld.

Contract Dated.—May 23, 1919.

Duration of Contract.—April 1, 1919, to March 31, 1920.

Service.—One complete round trip each day, except Sunday, between North Sydney and Port aux Basques.

Should Port aux Basques or North Sydney be blocked with ice at any time, the service may during such period, at the option of the Contractors, be performed to Placentia, Nfld., and Louisburg, N.S., respectively.

Ports of Call.—North Sydney (or Louisburg), N.S., and Port aux Basques (or Placentia), Nfld.

Speed required.—Not stated.

Subsidy.—At the rate of \$70,000 per annum, payable quarterly, on June 30, September 30, December 31 and March 31.

Mails.—To be carried free.

Canadian Trade Commissioners.—To be carried free.

Government Wharves.—Steamers are required to call at Government wharves whenever possible.

DISTANCES.

	Miles.
North Sydney to Port aux Basques..	101
Louisburg to Placentia..	250
North Sydney to St. John's..	300

DESCRIPTION OF VESSELS EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.			Refrigerator space.	N. H. P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
Kyle.....	Ft. 220	Ft. 32·3	Ft. 18·3	548	1,055	.....	68	160	.....	c.ft. Nil.	263	12	Newcastle..	1913	Steel.
Sagona.....	175	23·3	20·3	420	808	327	40	77	Nil.	136	11	Dundee.....	1914	Steel.
Glencoe.....	208	30·1	16·7	336	767	42	125	Nil.	185	13	Pointhouse.	1899	Steel.

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TRAFFIC RETURNS.

No service was run during 1907.

Calendar Year.	No. of round trips run.	Passengers Carried.		Tons Freight Carried.	Live Stock.	Mails.		Subsidy Paid.
		First Class.	Second Class.			Sealed Bags.	Tied Sacks.	
1908.....	153	5,351	9,223	10,176	704	2,112	11,796	\$ cts. 12,272 00
1909.....	150	7,981	13,141	9,886	449	1,927	14,037	9,646 50
1910.....	155	6,427	12,994	15,507	1,203	1,896	14,872	9,993 00
1911.....	159	6,765	11,178	16,538	1,635	1,704	12,633	9,006 50
1912.....	222	9,212	13,686	14,751	1,674	3,344	16,036	31,874 90
1913.....	275	7,620	11,488	22,125	1,996	3,498	21,374	58,829 36
1914.....	289	6,267	8,925	22,035	735	3,462	23,365	64,683 02
1915.....	216½	5,373	9,160	24,087	539	2,654	17,154	48,418 06
1916.....	284	7,056	13,596	32,635	1,729	3,309	22,739	63,625 58
1917.....	270	7,894	12,441	41,209	1,685	2,921	22,438	55,382 80
1918.....	255½	10,185	8,421	27,646	3,924	3,300	20,983	57,140 02
1919.....	254½*	In 6,765 Out 6,665	3,348 3,875	15,077 2,633	5,343 20	1,450 1,510	15,231 7,565	55,808 18
Total.....		13,430	7,223	17,710	5,363	2,960	22,796	

*Into St. John's, Nfld.

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

(Including Live Stock.)

Calendar Year.	Canadian Origin.			United States Origin.			Total.		
	Tons weight.	Tons measurement.	Value.	Tons weight.	Tons measurement.	Value.	Tons weight.	Tons measurement.	Value.
			\$			\$			\$
1912.....	12,224	Nil.	894,220	1,821	Nil.	317,936	14,046	Nil.	1,212,156
1913.....	17,372	Nil.	981,369	3,694	Nil.	288,222	21,066	Nil.	1,269,591
1914.....	13,286	Nil.	858,605	7,651	Nil.	587,196	20,937	Nil.	1,445,801
1915.....	16,510	Nil.	1,108,876	6,491	Nil.	643,885	23,001	Nil.	1,752,761
1916.....	16,692	Nil.	1,559,228	9,534	Nil.	1,280,032	26,226	Nil.	2,839,260
1917.....	26,838	Nil.	4,165,668	13,192	Nil.	2,585,724	40,030	Nil.	6,751,392
1918.....	15,626	Nil.	2,392,697	7,081	Nil.	2,182,497	22,707	Nil.	4,575,194
1919.....	12,669	Nil.	1,911,162	2,408	Nil.	395,107	15,077	Nil.	2,806,269

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin.—Flour, oats, hay, bran, feed, potatoes, live stock, beef, pork, fresh meal, condensed milk, machinery, lard, yeast cake, pig iron, roofing and cement.

Of United States Origin.—Flour, meal, oats, dried fruit, pork, beef, leather, oil, organs, soap, beans, rice, roofing, tobacco, sugar and machinery.

CANADA, THE WEST INDIES AND SOUTH AMERICA.

THE ROYAL MAIL STEAM PACKET COMPANY.

Contract No. 9.

T. & C. File No. 24215.

Vote 160.—Canada and the West Indies or South America, or both, steam service between—

1919-20.	\$340,666 66
1920-21.	340,666 66

Contractors.—The Royal Mail Steam Packet Company, of London, England.

(Canadian representative: John Allsop, 59 Granville St., Halifax, N.S.)

(Freight and passenger agents: Pickford and Black, Halifax, N.S.)

Contract Dated.—September 11, 1919.

Duration of Contract.—November 1, 1919, to October 31, 1920.

Service and Ports of Call.—Commencing from St. John, N.B., sailing thence to Halifax, N.S., and sailing thence to Georgetown, British Guiana, every fourteen days:—

Calling at the following islands: Bermuda, St. Kitts, Antigua, Montserrat, Dominica, St. Lucia, St. Vincent, Grenada, Barbados, and Trinidad, and returning from Georgetown to St. John, calling at all the aforesaid islands, in reversed order.

This itinerary may be subject to any change which may be mutually agreed upon between the minister and the contractors.

Speed required.—11 knots.

Subsidy.—£70,000 (\$340,666.66) per annum, based on payments of £2,692 6s. 2d. (\$13,102.56) for each complete round voyage, payable on the last day of each month.

Canadian Trade Commissioners.—To be carried free.

Mails.—To be carried free.

Government Railway Clause.—Included.

Freight charges from St. John to Halifax.—The contractors are required, at their own expense, when so required by consignors, to pay the freight charges by rail from St. John to Halifax on butter, cheese, and fruit intended for shipment by the contractors' steamships.

Delay at Ports.—The contractors must make every reasonable effort to avoid undue delay at Canadian or West Indian ports.

Development of Trade.—The contractors must use their utmost endeavour to develop the cargo and passenger trade between Canada and the British West Indies by means of reasonable advertising and regular solicitation through agents.

Through rates of Freight.—The contractors must use their best endeavours to arrange through rates of freight between inland points in Canada and the various ports of call referred to in this contract in the British West Indies and Central and South America.

Transfer by connecting lines.—As the design of this agreement is to give regular fortnightly communication both ways to all the ports previously mentioned, arrangements must be made for the transport of freight and passengers on all voyages south bound and north bound by transfer to the lines of the contractors' steamers conducting the insular service from and to Trinidad, and at the rates obtaining for the direct service.

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No discrimination.—No discrimination of any kind as regards freight and passenger rates may be made in favour of any merchant, shipper or importer in any one of the British colonies referred to herein, as against any other merchant, shipper or importer in the same colony.

Through Bills of Lading.—Through bills of lading must be issued from any Canadian point of shipment to any port in Central or South America, which is a regular port of call for any of the steamships employed or controlled by the contractors on other services, and which make regular connections with the service herein contracted for.

DISTANCES.

	Miles.
St. John to Halifax.....	288
Halifax to Bermuda.....	764
Bermuda to St. Kitts.....	942
St. Kitts to Antigua.....	60
Antigua to Montserrat.....	35
Montserrat to Dominica.....	97
Dominica to St. Lucia.....	81
St. Lucia to St. Vincent.....	59
St. Vincent to Barbados.....	96
Barbados to Grenada.....	147
Grenada to Trinidad.....	96
Trinidad to Demerara.....	374
	3,039

DESCRIPTION OF VESSELS EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.			Refrigerator space.	N. H. P.	Speed, knots.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At.	In.	Of.
Chignecto...	Ft. 400.5	Ft. 47.2	Ft. 31.1	2,999	4,744	5,567	41	60	90	C.ft. 4988	418	11	Belfast.....	1893	Steel.
Chaleur.....	400.5	47.2	31.1	2,994	4,746	5,574	41	60	90	5288	418	11	Belfast.....	1893	Steel.
Caraquet....	400.5	47.3	31.1	2,975	4,889	5,129	40	72	80	5565	418	11	Belfast.....	1894	Steel.
Chaudière...	370	45.9	25	2,499	4,019	4,726	50	64	76	900	584	12	Middleboro	1899	Steel.

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TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	Number of Passengers Carried.			Tons of Freight Carried.		Live Stock.	Mails.		Subsidy Paid.
		1st Class.	2nd Class.	3rd Class.	Tons Weight.	Tons Measurement.		Lock Bags.	Tied Sacks	
1907.....	30	..... 6,510			..... 119,787		Not stated.	Not stated.		\$ cts. 63,510 00
1908.....	30	1,558	1,065	1,738	36,113	79,154	86	52	3,833	65,700 00
1909.....	30	1,573	987	1,993	63,129	54,953	1,100	246	3,805	65,700 00
1910.....	30	1,595	1,170	2,748	66,474	82,800	390	463	3,225	65,700 00
1911.....	29	1,044	857	1,346	69,927	76,398	151	209	2,543	65,700 00
1912.....	30	1,090	1,269	1,048	65,552	86,253	106	168	2,568	87,613 86
1913.....	28½	887	827	1,016	52,313	70,209	44	144	2,396	131,737 12
1914.....	26	1,080	465	1,742	52,320	90,398	48	705	1,627	330,897 33
1915.....	26	959	786	2,727	78,414	94,781	34	518	3,472	340,666 56
1916.....	26	1,459	461	3,948	100,883	127,631	31	1,690	3,146	340,666 66
1917.....	25	1,253	422	2,256	94,042	99,504	32	3,421	1,970	334,115 38
1918.....	16	1,344	389	1,064	70,691	72,370	86	2,710	1,255	209,640 96
1919.....	26	In 1,665 Out 1,486	572 527	1,409 460	86,524 4,398	3,376 106,937	2 160	1,069 1,109	2,056 2,036	340,666 56
Total..		3,451	1,099	1,869	90,922	110,313	162	2,178	4,092	

From 1907 to Nov. 23, 1913, this service was performed by Messrs. Pickford and Black, of Halifax, N.S.

Two sailings from Canada were made by the Royal Mail Steam Packet Company's steamers in December, 1913. Their traffic returns are included in the figures given above for 1913.

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ORIGIN, QUANTITY, AND VALUE OF CARGO EXPORTED FROM CANADA
(Including Live Stock).

Calendar Year.	From.	Canadian Origin.			United States Origin.			Total.		
		Tons. Weights	Tons. Measurement.	Value.	Tons. Weight.	Tons. Measurement.	Value.	Tons. Weight.	Tons. Measurement.	Value.
				\$			\$			\$
1912....	St. John..	1,377½	20,099¾	383,536	.....	.....	.....	1,377½	20,099¾	383,536
	Halifax...	5,044¾	62,147¾	1,941,990	.....	.....	.....	5,044¾	62,147¾	1,941,990
Total..	.....	6,422½	82,247¾	2,325,526	Nil.	Nil.	Nil.	6,422½	82,247¾	2,325,526
1913....	St. John..	2,137	13,038	259,381	.....	.....	.....	2,137	13,038	259,381
	Halifax...	5,786	56,819	1,800,169	.....	.....	.....	5,786	56,819	1,800,169
Total..	.....	7,923	69,857	2,059,550	Nil.	Nil.	Nil.	7,923	69,857	2,059,550
1914....	St. John..	1,557	15,120	234,008	.....	.....	.....	1,557	15,120	234,008
	Halifax...	2,951	75,254	2,384,256	.....	.....	.....	2,951	75,254	2,384,256
Total..	.....	4,508	90,374	2,618,264	Nil.	Nil.	Nil.	4,508	90,374	2,618,264
1915....	St. John..	2,031	12,362	301,659	.....	.....	.....	2,031	12,362	301,659
	Halifax...	3,621	82,419	3,206,176	.....	.....	.....	3,621	82,419	3,206,176
Total..	.....	5,652	94,781	3,507,835	Nil.	Nil.	Nil.	5,652	94,781	3,507,835
1916....	St. John..	1,781	15,899	425,664	.....	.....	.....	1,781	15,899	425,664
	Halifax...	2,812	96,907	4,272,628	.....	.....	.....	2,812	96,907	4,272,628
Total..	.....	4,593	112,806	4,698,292	Nil.	Nil.	Nil.	4,593	112,806	4,698,292
1917....	St. John..	1,460	14,570	532,012	.....	.....	.....	1,460	14,570	532,012
	Halifax...	5,071	89,820	5,726,139	.....	.....	.....	5,071	89,820	5,726,139
Total..	.....	6,531	104,390	6,258,151	.....	.....	.....	6,531	104,390	6,258,151
1918....	St. John..	3,789	36,113	3,065,587	.....	.....	.....	3,789	36,113	3,065,587
	Halifax...	2,295	36,257	3,194,007	.....	.....	.....	2,295	36,257	3,194,007
Total..	.....	6,084	72,370	6,259,594	Nil.	Nil.	Nil.	6,084	72,370	6,259,594
1919....	St. John..	829	19,378	1,276,582	.....	.....	.....	829	19,378	1,276,582
	Halifax...	3,569	87,559	6,836,810	.....	.....	.....	3,569	87,559	6,836,810
Total..	.....	4,398	106,937	8,113,392	Nil.	Nil.	Nil.	4,398	106,937	8,113,392

PRINCIPAL ARTICLES EXPORTED FROM CANADA.

All of Canadian Origin.—Fish, canned goods, flour, feed, meal, oilmeal, hay, oats, cheese, butter, eggs, apples, potatoes, split peas, vegetables, groceries, beef, live stock mineral water tea, soap, sulphate of ammonia, fertilizer, lumber, shingles, shooks, laths, furniture, chairs, brooms, brushes stoves, trunks, rope, cordage, nails, paper and biscuits.

CANADA AND SOUTH AFRICA.

Contract No. 2. ELDER DEMPSTER AND Co., LTD.
T. & C. File No. 22715,

Vote 161.—Canada and South Africa, Steam service between

1919-20..	\$146,000
1920-21..	146,000

Contractors.—Elder Dempster & Co., Ltd., 133 Board of Trade Building, Montreal, Que. (Head office: Colonial House, Water Street, Liverpool, England).

Contract dated.—February 14, 1919.

Duration of Contract.—April 1, 1919, to March 31, 1920.

Service.—Monthly, during the first fifteen days of each month.

Ports of Call.—From Montreal, calling at Quebec, at the option of the contractors; and during the months of September, October and November at Halifax, and, at the option of the contractors, at other Canadian ports during the season of open navigation on the St. Lawrence; and, during closed navigation on the St. Lawrence, from St. John, calling at Halifax, and, at the option of the contractors, at other Canadian ports; proceeding direct to Cape Town and not less than two other South African ports.

Speed required.—10 knots.

Subsidy.—\$146,000 per annum, payable quarterly.

Coaling.—Steamers may call at any Canadian port solely for the purpose of coaling.

Government Railway Clause.—Included.

Cold Storage.—There must be accommodation for not less than 200 tons of cargo in cold storage on each ship. The contractors must provide such further cold storage accommodation as may be needed from time to time.

Additional Vessels.—The contractors agree to provide additional vessels when necessary to meet the requirements of the trade offered.

Mails.—To be carried free.

Canadian Trade Commissioners.—To be carried free.

Supervision of handling.—The handling, loading, stowing and unloading of any fruit or perishable products carried by the said vessels shall be subject to and under the supervision of any cargo inspector or other officer appointed for that purpose, should the Minister of Agriculture for Canada deem it advisable.

Exemption from calling at Canadian Ports.—If sufficient cargo is not forthcoming from any of the ports of call in Canada, the minister may relieve the contractors from the obligation of calling at such ports.

DISTANCES.

		Miles.
Montreal to	Cape Town	7,338
"	Port Elizabeth	7,778
"	East London	7,909
"	Durban	8,162
St. John to	Cape Town	6,978
"	Port Elizabeth	7,413
"	East London	7,549
"	Durban	7,802

DESCRIPTION OF VESSELS EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Acc.	Refrigerator Space.	N. H. P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At	In	Of
	Ft.	Ft.	Ft.					Cu.Ft.		Kts			
Bendu	375-2	47-3	18-9	2,821	4,319	7,100	2	9,200	396	11	Wallsend-on-Tyne	1906	Steel.
Kaduna	360-0	52-0	26-2	2,308	4,455	8,100	12	10,000	339	10	Middlesbro	1910	Steel.
Kwarra	360-0	52-0	26-1	2,304	4,441	8,100	12	10,000	428	10	Middlesbro	1910	Steel.
Benguela	425-5	53-0	29-2	3,534	5,520	8,920	4	10,390	556	12	Newcastle-on-Tyne	1910	Steel.
Benin	375-2	47-3	18-8	2,815	4,348	7,170	Nil	10,000	396	10½	Newcastle	1907	Steel.
Patani	370-3	49-3	30-3	3,087	4,810	6,500	Nil	Nil	379	10½	Belfast	1905	Steel.
Troutpool	325-0	48-0	22-9	2,110	3,281	5,200	Nil	Nil	302	9½	Stockton	1903	Steel.

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TRAFFIC RETURNS (Outward voyages).

No cargo is carried inward.

Calendar Year.	No. of trips run.	Number of Passengers Carried.	Tons of Freight Carried.		Live Stock.	Mails.	Subsidy Paid.
			Weight.	Meas.			
1907.....	12	Not stated...	47,314		Not stated...	Nil.	146,000 00
							\$ cts.
1908.....	12	5	25,690	16,977	69	Nil.	146,000 00
1909.....	12	21	29,840	26,140	Nil.	Nil.	146,000 00
1910.....	12	9	23,203	33,145	369	Nil.	146,000 00
1911.....	12	26	31,385	37,800	667	Nil.	146,000 00
1912.....	12	14	31,210	34,980	1,013	Nil.	146,000 00
1913.....	14	Nil.	45,316	53,498	371	Nil.	146,000 00
1914.....	12	3	45,296	33,563	235	Nil.	146,000 00
1915.....	12	1	52,543	37,166	Nil.	Nil.	145,999 92
1916.....	10	Nil.	30,797	38,630	Nil.	Nil.	121,666 68
1917.....	9	Nil.	23,140	36,653	Nil.	Nil.	109,500 02
1918.....	3	Nil.	9,972	9,054	Nil.	Nil.	36,499 98
1919.....	11	Nil.	22,503	49,038	Nil.	Nil.	13,383 26

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	Canadian Origin.			United States Origin.			Total.		
	Tons Weight.	Tons Measurement.	Value.	Tons Weight.	Tons Measurement.	Value.	Tons Weight.	Tons Measurement.	Value.
			\$			\$			\$
1912.....	28,901	22,090	2,856,419	2,309	12,890	1,257,263	31,210	34,980	4,113,682
1913.....	43,128	31,196	3,791,039	2,188	22,302	2,078,630	45,316	53,498	5,869,669
1914.....	42,741	22,488	3,236,733	2,555	11,075	948,339	45,296	33,563	4,185,072
1915.....	46,981	23,589	3,889,139	5,562	13,577	1,331,441	52,543	37,166	5,220,580
1916.....	28,465	24,600	3,350,296	2,332	14,030	1,430,772	30,797	38,630	4,781,068
1917.....	20,404	24,209	3,644,333	2,736	12,444	1,390,856	23,140	36,653	5,035,189
1918.....	9,889	8,630	2,714,870	83	424	74,670	9,972	9,054	2,789,540
1919.....	22,165	36,509	8,348,508	338	12,529	2,237,072	22,503	49,038	10,585,580

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin.—Agricultural implements, calcium carbide, automobiles, paper, lumber, cereal foods, eggfillers, chairs, woodenware, cotton duck, Beaver board, nails, iron and steel, malt, horseshoes, condensed milk, locomotives, cardboard, shovels, spades and cement.

Of United States Origin.—Automobiles, mining machinery, fruit jars, canned meats, washing powder, ammonia, agricultural implements and tractors.

PACIFIC OCEAN SERVICES.

CANADA AND AUSTRALIA OR NEW ZEALAND.

UNION STEAMSHIP COMPANY OF NEW ZEALAND, LTD.

Contract No. 27.

T. & C. File No. 24214.

Vote 162.—Canada and Australia or New Zealand, or both, on the Pacific Ocean, steam service between—

1919-20..	\$180,509
1920-21..	130,509

Contractors.—The Union Steamship Co., of New Zealand, Ltd. (Canadian address: Canadian Australasian Royal Mail Line, 440 Seymour street, Vancouver, B.C.)

Contract Dated.—August 12, 1919.

Duration of Contract.—August 1, 1919, to July 31, 1920.

Service.—Sailing every four weeks. Owing to war conditions, and the fact that only two mail vessels have been permitted by the shipping controller to remain on the service, it has been found impossible to keep up a regular sailing every four weeks during 1918 or 1919; but sailings were made as frequently as was practicable. Each voyage, with one or two exceptions, was extended to Australia, although this was not required by the contract.

Ports of Call.—Vancouver, B.C.; Victoria, B.C.; Honolulu, in the Sandwich islands; Suva, in the Fiji islands; and Auckland, N.Z.

At the contractor's option, each voyage from Canada to New Zealand may be extended to a port or ports in Australia.

The call at Suva is conditional upon the Government of Fiji also continuing their contract for a like period and on the same terms as heretofore, and also upon their maintaining the same charges for light and other dues levied on ships employed in the service.

Speed required.—Duration of voyage is not to exceed 20 days, including one day's detention at Honolulu.

Subsidy.—£37,090 18s. 2d. per annum.

Provided that the contractors shall be entitled to receive such subsidy as the Governments of New Zealand and Fiji may pay towards the service; and also the Government of Australia, should the service be extended to that Commonwealth.

Deductions from Subsidy.—£30 are to be deducted from the amount of subsidy payable on each claim for every complete period of twenty-four hours by which the time occupied in conveyance of the mails between Auckland and Vancouver has exceeded twenty days.

Preference to Canadian Shippers.—No discrimination as regards freight or passenger rates is to be made against Canadian ports, railways, merchants or shippers. Canadian merchants and shippers are to have preference at all times for the carriage of their goods over other merchants and shippers, as far as regards the Canadian connection.

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Freight and Passenger Rates.—Freight rates from Vancouver or Victoria to New Zealand shall not exceed the rates charged on similar cargo to New Zealand ports from any United States Pacific coast ports.

Passenger rates from Vancouver or Victoria to Auckland shall not exceed passenger rates during the same period from Auckland to Victoria or Vancouver, and return fares from Canadian ports to New Zealand ports shall not exceed return fares in the opposite direction during the same period.

Mails.—To be carried free.

Canadian Trade Commissioners.—To be carried free.

DISTANCES.

	Miles.
Vancouver to Victoria.....	85
Victoria to Honolulu.....	2,342
Honolulu to Suva, Fiji.....	2,799
Suva to Auckland.....	1,140
Total.....	<u>6,366</u>

DESCRIPTION OF VESSELS EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.			Refrigerator Space.	N.H.P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
Makura.....	480	58	35	4,920	8,200	3,000	270	114	72	Cu.ft. 14,985	2,035	16½	Glasgow....	1908	Steel.
Niagara.....	542	66	37-6	7,581	13,444	3,800	239	210	276	63,200	*12,500	17½	Clydebank.	1913	Steel.

*Indicated Horse Power.

TRAFFIC RETURNS.

Calendar Year.	Round Trips.	Passengers Carried.	Freight Carried.	Live Stock.	Mails.		Subsidy Paid.	
					Lock bags.	Tied sacks.	\$	cts.
1907.....	10	4,687	30,684	Not stated....	Not stated....			180,509 00
1908.....	13	5,707	22,110	"	"			180,509 00
1909.....	12	5,397	45,453	47	10,727	428		180,509 00
1910.....	13	6,153	60,615	15	12,558	601		180,509 00
1911.....	13	6,445	59,756	Nil.	11,832	950		180,509 00
1912.....	13	6,173	43,997	34	15,301	183		180,509 00
1913.....	13	6,734	42,168	13	14,038	1,703		180,509 00
1914.....	12½	5,886	42,615	76	15,338	907		173,566 36
1915.....	13	4,366	48,827	8	20,845	936		180,509 00
1916.....	13	4,311	59,597	Nil.	22,281	753		180,509 00
1917.....	13	3,870	55,606	20	30,659	773		180,509 00
1918.....	12	6,592	63,205	Nil.	72,395	703		166,623 72
1919.....	11	In 4,426	21,511	Nil.	6,499	361		152,738 41
		Out 5,095	34,212	Nil.	28,865	500		
		T'l. 9,521	55,723	Nil.	35,364	861		

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ORIGIN, QUANTITY AND VALUE OF FREIGHT EXPORTED FROM CANADA.

Calendar Year.	To	Canadian Origin.			United States Origin.			Total.		
		Tons Weight.	Tons Measurement.	Value.	Tons Weight.	Tons Measurement.	Value.	Tons Weight.	Tons Measurement.	Value.
1912	Auckland...	1,599	Nil.	\$ 263,581	1,136	Nil.	\$ 535,463	2,833	Nil.	\$ 799,044
	Suva.....	2,604	Nil.	115,075	237	Nil.	50,858	2,841	Nil.	165,933
	Honolulu....	203	Nil.	26,654	Nil.	Nil.	Nil.	203	Nil.	26,654
	Sydney.....	4,960	Nil.	501,731	3,991	Nil.	1,460,089	8,952	Nil.	1,961,820
	Total.....	9,366	Nil.	907,041	5,364	Nil.	2,046,410	14,829	Nil.	2,953,451
1913	Auckland...	200	3,167	245,877	1,206	964	629,541	1,406	4,131	875,418
	Suva.....	113	3,646	121,949	106	142	41,240	219	3,788	163,189
	Honolulu....	175	40	25,977	1	.....	337	176	40	26,314
	Sydney.....	530	5,699	383,609	3,260	2,263	1,681,011	3,790	7,962	2,064,620
	Total.....	1,018	12,552	777,412	4,573	3,369	2,352,129	5,591	15,921	3,129,541
1914	Auckland...	967	2,434	285,999	861	1,054	535,646	1,828	3,488	831,645
	Suva.....	138	3,901	128,844	87	160	42,276	225	4,061	171,120
	Honolulu....	136	36	25,748	Nil.	Nil.	Nil.	136	36	25,748
	Sydney.....	2,377	8,737	585,927	2,916	1,421	1,595,831	5,293	10,158	2,181,758
	Total.....	3,618	15,108	1,026,518	3,864	2,635	2,173,753	7,482	17,743	3,200,271
1915	Auckland...	4,482	2,450	509,051	614	1,356	433,939	5,096	3,806	942,990
	Suva.....	1,045	2,861	176,329	142	217	44,213	1,187	3,078	220,542
	Honolulu....	2	2	923	—	—	—	2	2	923
	Sydney.....	2,765	5,700	927,085	1,722	4,500	1,483,945	4,487	10,200	2,411,030
	Total.....	8,294	110,513	1,613,388	2,478	6,073	1,962,097	10,772	17,086	3,575,485
1916	Auckland...	3,084	4,604	645,970	409	3,405	511,380	3,493	8,009	1,157,350
	Suva.....	910	1,850	160,285	79	687	88,275	989	2,537	248,560
	Honolulu....	1	36	3,602	—	—	—	1	36	3,602
	Sydney.....	3,525	9,533	1,380,367	580	8,843	1,707,840	4,105	18,376	3,088,207
	Total.....	7,520	16,023	2,190,224	1,068	12,935	2,307,495	8,588	28,958	4,497,719
1917	Auckland...	4,813	6,211	1,099,650	77	2,696	411,012	4,890	8,907	1,510,662
	Suva.....	54	1,353	108,806	1	396	64,233	55	1,749	173,039
	Honolulu....	—	38	3,527	—	—	—	—	38	3,527
	Sydney.....	2,809	8,419	1,301,674	—	5,091	1,121,660	2,809	13,510	2,423,334
	Total.....	7,676	16,021	2,513,657	78	8,183	1,596,905	7,754	24,204	4,110,562
1918	Auckland...	566	20,400	2,038,144	58	2,448	850,256	624	22,848	2,888,400
	Suva.....	—	1,457	225,363	9	212	68,792	9	1,669	294,155
	Honolulu....	—	105	8,991	—	—	—	—	105	8,991
	Sydney.....	775	5,593	1,641,174	72	4,367	1,696,129	847	9,960	3,337,303
	Total.....	1,341	27,555	3,913,672	139	7,027	2,615,177	1,480	34,582	6,528,849
1919	Auckland...	284	21,922	2,161,146	58	2,030	710,228	342	23,952	2,871,374
	Suva.....	.....	838	141,296	7	226	61,950	7	1,064	203,246
	Honolulu....	1	45	6,700	.....	11	2,299	1	56	8,999
	Sydney.....	110	4,619	1,645,625	192	3,869	1,572,273	302	8,488	3,217,898
	Total.....	395	27,424	3,954,767	257	6,136	2,346,750	652	33,560	6,301,517

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin.—Canned salmon, fresh fruit (in cold storage), potatoes, onions, leather and rubber goods, lumber, codfish, whisky, bicycles and parts thereof, chairs, corsets, suspenders, sewing machines, hardware and machinery.

Of United States Origin.—Drugs, sewing machines, automobiles, gas engines and other machinery, soap and scouring powders, leather and rubber goods, cash registers and scales, cereal foods, telephone material, adding machines, vacuum cleaners, motor cycles, and corsets.

CANADA, CHINA AND JAPAN.

THE CANADIAN PACIFIC OCEAN SERVICES, LTD.

Contract No. 39.

T. & C. File No. 23665.

Vote 163.—Canada, China and Japan, steam service between—

1919-20—Voted..	\$253,333 34
Authorized by statute..	121,666 66
(1-2 Geo. V, Chap. 25)	
	—————\$375,000 00
1920-21—To be voted..	\$200,000 00
Authorized by statute..	121,666 66
	—————\$321,666 66

Contractors.—The Canadian Pacific Ocean Services, Ltd. of Montreal, Que.

Date of Contract.—June 7, 1919.

Duration of Contract.—April 1, 1919, to March 31, 1920.

Service and Ports of Call.—Subsidy is paid for a mail service twice a month in each direction all the year round, between Vancouver, Canada, and Hong Kong, China.

On the voyages in each direction between Vancouver and Hong Kong the steamers must call at Yokohama on every trip, and at Woosung (for Shanghai) on every east-bound trip, and at least once on each alternate westbound trip. They may also call, at the option of the company, at Victoria, Nagasaki, Kobe, Shimidzu and Manila; and at Amoy or other ports in China.

Annual overhaul.—Any of the steamships engaged in this service may be laid off for annual overhaul, provided that substitute steamers are approved of by the Postmaster General of Canada, at or before the time of such withdrawal.

Landing and embarking mails at Shanghai.—The contractors shall supply a small steam vessel at Shanghai for the purpose of landing and embarking mail to and from steamers lying at the anchorage at the mouth of the Woosung River.

Mails.—To be carried free.

Periods of Transit.—All mails conveyed under this contract shall be carried between Canada and Hong Kong, in either direction, as expeditiously as possible under existing circumstances.

Canadian Trade Commissioners.—To be carried free.

Passengers and Freight Rates.—No toll or rate for either passengers or freight shall be charged which discriminates against Canadian passengers, merchants or shippers or against one or more of the Canadian ports on the Pacific Ocean, nor shall such rates for either passengers or freight be in excess of the rates charged on steamships of a similar class from United States ports on the Pacific Coast.

Subsidy.—\$375,000 per annum, payable in quarterly instalments.

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DISTANCES.

	Miles.
Vancouver to Yokohama.....	4,283
Yokohama to Kobe.....	346
Kobe to Nagasaki.....	384
Nagasaki to Woosung.....	448
Woosung to Hong Kong.....	810
Hong Kong to Manila.....	628
Total.....	6,899

DESCRIPTION OF VESSELS EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.			Refrigerator Space.	N. H. P.	Speed Knots.	Built.			
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	3rd Class.	4th Class.				At	In	Of	
	Ft.	Ft.	Ft.							Cu. ft.						
Empress of Japan.....	455.6	51.2	33.1	3,039	5,940	3,000	200	40	1000	Nil.	1,167	15	Barrow.	1891	Steel.	
Monteagle.....	445.0	52.2	27.7	3,953	6,163	5,500	Nil.	97	1000	24,785	705	12	Barrow.	1899	Steel.	
Empress of Asia.....	570.1	68.2	42.0	8,883	16,909	3,500	296	84	800	Nil.	*21,000	18	Glasg'w	1913	Steel.	
Empress of Russia.....	570.2	68.2	42.0	8,789	16,810	3,500	296	84	800	Nil.	*21,000	18	Glasg'w	1913	Steel.	

*I.H.P.

TRAFFIC RETURNS.

Calendar Year.	No. Round Trips Run.	Number of Passengers Carried.			Tons. of Freight Carried.		Live Stock.	Mails.		Subsidy Paid.	
		1st Class.	3rd Class.	4th Class.	Weight.	Measurement.		Lock Bags.	Tied Sacks.	\$	cts.
1908.....		1,282	867	10,185	21,296	42,110	Nil.	25,733	Nil.	108,770	00
1909.....		1,106	767	8,239	26,712	Nil.	Nil.	18,158	7,382	121,301	64
1910.....	19½	1,578	942	9,975	10,952	*72,538	Nil.	28,133	4,038	120,855	55
1911.....	12½	1,126	741	7,030	Nil.	40,332	Nil.	19,914	Nil.	121,666	68
1912.....	16	649	1,330	9,669	47,233	Nil.	Nil.	27,426	Nil.	120,855	55
1913.....	19	1,630	1,120	10,821	58,314	Nil.	Nil.	29,561	Nil.	118,038	95
1914.....	15	1,542	734	5,363	40,403	75,179	Nil.	6,515	2,956	167,435	84
1915.....	4½	437	201	2,048	27,766	43,402	Nil.	2,148	426	Nil.	
1916.....	22½	6,140	1,691	8,365	105,608	188,715	Nil.	46,405	33,107	291,666	66
1917.....	22	7,014	2,924	39,966	45,695	106,525	Nil.	56,820	33,683	372,395	83
1918.....	15	3,644	1,403	16,660	28,311	71,570	291	36,197	9,978	188,479	50
1919.....	21½	In 4,490 Out 4,638	708	12,492	11,370	56,967	Nil.	17,106	483		
Total.....		9,128	1,599	33,356	30,266	101,995	9	80,614	1,101	328,450	00

*And 2,828,034 feet lumber.

10 GEORGE V, A. 1920

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	Canadian Origin.			United States Origin.			Total.		
	Weight	Measure-ment.	Value.	Weight.	Measure-ment.	Value.	Weight.	Measure-ment.	Value.
	Tons.	Tons.	\$	Tons.	Tons.	\$	Tons.	Tons.	\$
May 4 to Dec. 31, 1916.....	Nil.	13,956	870,337	Nil.	52,403	10,651,248	Nil.	66,359	11,521,585
1917.....	2,841	11,317	2,346,300	25,034	41,698	23,929,621	27,875	53,015	26,275,921
1918.....	4,480	6,703	1,431,233	13,954	27,367	12,620,537	18,434	34,070	14,051,770
1919.....	4,422	13,909	2,015,609	14,474	31,119	15,647,372	18,896	45,028	17,662,981

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin.—Automobiles, boxboard, iron and Steel goods, paper, wood pulp, spelter, fresh apples, canned salmon, liquors and rubber tires.

Of United States Origin.—Automobiles, dry goods, boots and shoes, hardware, machinery, provisions, tobacco, drugs, leather, tin plate, iron and steel, electrical goods, paper, box shooks, condensed milk, soap, spelter, sewing machines, sulphate of ammonia, pig lead and caustic soda.

PRINCE RUPERT, B.C., AND QUEEN CHARLOTTE ISLANDS.

THE GRAND TRUNK PACIFIC COAST S. S. Co., LTD.

Contract No. 61.

T. & C. File No. 23267.

Vote 164.—Steam service between Prince Rupert, B.C., and Queen Charlotte Islands—

1919-20..	\$21,000
1920-21..	21,000

Contractors.—The Grand Trunk Pacific Coast S. S. Co., Ltd.

Date of Contract.—June 4, 1919.

Duration of Contract.—April 1, 1919, to March 31, 1920.

Service and Ports of Call.—Fortnightly trips from Prince Rupert, B.C., calling each way at Refuge Bay (on Porcher Island), and Masset, Port Clements, Sandspit, Skidegate, Queen Charlotte, Jedway, Lockport, Pacofi, Atli Inlet and Ikeda and calling once each month at Cumshewa Inlet, it being understood that the call at Refuge Bay shall be made by a subsidiary launch service provided by the contractors.

Speed Required.—Not stated.

Subsidy.—\$21,000 per annum, payable quarterly in July, October, January and April.

Mails.—To be carried-free.

Government Wharves.—Steamer must call whenever possible.

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DISTANCES.

	Miles.
Prince Rupert to Masset.....	85
Masset to Port Clements.....	26
Port Clements to Masset.....	26
Masset to Prince Rupert.....	85
	222
Prince Rupert to Refuge Bay.....	20
Refuge Bay to Sandspit.....	77
Sandspit to Skidegate.....	5
Skidegate to Queen Charlotte City.....	2
Queen Charlotte City to Ikeda.....	100
Ikeda to Jedway.....	10
Jedway to Lockeport.....	43
Lockeport to Prince Rupert.....	128
	385
	607

DESCRIPTION OF VESSELS EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.	N. H. P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Feet.	Feet.	Feet.						Feet.			
Prince Albert.....	232	30	14.1	587	1,015	.....	.....	170	.....	Hull.....	1892	Steel.
Prince John.....	185.3	29.6	10.9	540	905	.....	.....	103	.....	Bowling.....	1910	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of Round trips run.	Passengers Carried.	Freight.		Live Stock	Mails.		Subsidy Paid.
			Tons Weight.	Tons Measurement		Lock Bags.	Tied Sacks	
Nov. to Dec. 31, 1909.....	2	61	346	57	Nil.	39	21	\$ 400 00
1910.....	39	3,097	2,089	2,674	4	1,000	599	7,200 00
1911.....	40	5,372	2,105	1,951	1	1,496	1,140	8,200 00
1912.....	44	5,910	3,250	4,081	60	1,328	1,957	8,200 00
1913.....	40	4,588	3,923	*245 M ft.	124	2,359	1,585	8,000 00
1914.....	35	3,175	2,695	*11 M ft.	40	1,780	1,570	7,000 03
1915.....	13	686	1,380	465	117	1,321	Nil.	7,333 30
1916.....	25	1,584	5,264	1,586	116	2,116	Nil.	6,000 00
1917.....	24	2,217	6,553	Nil.	5	1,951	209	19,750 00
1918.....	34	11,157	17,395	Nil.	35	4,231	551	21,000 00
1919.....	39	In... 1,562	3,776	52 M.ft.	18	994	3	
		Out... 1,729	2,172	17.M.ft.	6	2,341	30	
Total.....	.....	3,291	5,948	69 M.ft.	24	3,335	33	21,000 00

*Lumber.

The service for 1915, 1916 and the first quarter of 1917 was performed by the Union S.S. Co. of B.C., Ltd.

VICTORIA AND SAN FRANCISCO.

PACIFIC STEAMSHIP COMPANY.

Contract No. 10.

T. & C. File 23233.

Vote 165.—Victoria and San Francisco.—Steam service between—

1919-20..	\$3,000
1920-21..	3,000

Contractors.—The Pacific Steamship Co. of Seattle, Wash., U.S.A.

(Canadian Agents.—R. P. Rithet & Co., Ltd., 1117, Wharf street, Victoria, B.C.)

Date of contract.—March 25, 1919.

Duration of contract.—April 1, 1919, to March 31, 1920.

Service.—Weekly.

Ports of Call.—Victoria, B.C., and San Francisco, U.S.A.

Subsidy.—\$3,000 per annum, payable in quarterly instalments on the first days of July, October, January and April.

Speed required.—Not stated.

Mails.—To be carried free.

Canadian Trade Commissioners.—To be carried free.

Distance.—Victoria to San Francisco, 750 miles.

DESCRIPTION OF VESSELS EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.			Refrigerator space.	N. H. P.	Speed, knots.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
President.....	391	48-0	19-7	2,546	5,218	2,800	340	.....	179	.....	601	15	Camden, N.J.....	1906	Steel.
Governor.....	391	48-0	19-7	2,550	5,250	2,800	350	.....	196	.....	679	15	Camden, N.J.....	1907	Steel.
Admiral Schley.....	291	36-0	22-0	1,336	2,104	1,300	103	.....	42	.....	222	12	Philadelphia.....	1898	Steel.
Admiral Watson.....	253	38-0	22-0	1,237	2,009	1,100	127	.....	150	.....	251	12	Toledo.....	1901	Steel.
Admiral Farragut....	280	36-6	15-0	1,361	2,141	1,500	120	.....	170	.....	222	13	Philadelphia.....	1898	Steel.

NOTE.—A steamship service between Victoria and San Francisco, provided by the Dominion Government, is required under the terms of the agreement by which British Columbia entered Confederation.

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TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Number of Passengers Carried.	Tons of Freight Carried.		Live Stock Carried	Mails Carried.		Subsidy Paid.
			Weight.	Meas.		Lock Bags.	Tied Sacks.	
1908.....	71	2,672	5,239	1,230	Nil.	79	Nil.	\$ 3,000 00
1909.....	57	1,930	2,163	5,225	Nil.	Nil.	Nil.	3,000 00
1910.....	55	1,970	2,130	6,230	Nil.	Nil.	Nil.	3,000 00
1911.....	56	2,050	2,596	5,936	Nil.	Nil.	Nil.	3,000 00
1912.....	52	2,612	6,197	8,654	Nil.	Nil.	Nil.	3,000 00
1913.....	52	3,791	4,779	7,306	Nil.	Nil.	Nil.	3,000 00
1914.....	54	3,630	3,534	4,386	Nil.	Nil.	Nil.	2,971 15
1915.....	52	4,307	1,955	2,435	Nil.	Nil.	Nil.	3,000 00
1916.....	47½	3,249	3,702	2,514	Nil.	Nil.	Nil.	2,769 23
1917.....	52	6,703	4,815	Nil.	Nil.	Nil.	Nil.	3,000 00
1918.....	43½	3,864	2,949	Nil.	Nil.	Nil.	Nil.	2,509 77
1919.....		In. Out.....						
Total.....								

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	Canadian Origin.			United States Origin.			Total.		
	Tons Weight.	Tons Meas't.	Value.	Tons Weight.	Tons Meas't.	Value.	Tons Weight.	Tons Meas't.	Value.
			\$			\$			\$
1912.....	68	226	47,554	36	214	39,223	104	440	85,777
1913.....	63	385	68,418	2	178	17,474	63	563	85,892
1914.....	95	873	128,307	Nil.	87	10,911	95	960	139,218
1915.....	175	306	37,730	6	27	10,514	181	333	48,244
1916.....	212	370	51,323	21	14	4,901	233	384	56,224
1917.....	234	Nil.	55,941	19	Nil.	11,438	253	Nil.	67,379
1918.....	67	Nil.	28,948	8	Nil.	4,475	75	Nil.	33,423
1919.....									

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin.—Household goods, iron and steel goods, canned salmon, paint and sail canvas.

Of United States Origin.—Empty cylinders and automobiles.

VICTORIA, VANCOUVER, WAYPORTS AND SKAGWAY.

CANADIAN PACIFIC RAILWAY COMPANY.

Contract No. 28.

T. & C. File No. 21027.

Vote 166.—Victoria, Vancouver, Wayports and Skagway, steam service between—

1919-20.....	\$12,500
1920-21.....	12,500

Contractor.—Canadian Pacific Railway Co., Montreal, Que.

Contract Dated.—December 30, 1919.

Duration of Contract.—April 1, 1919, to March 31, 1920.

Service.—Four complete round trips each month from June to October, inclusive; three complete round trips each month from March to May, inclusive; and two complete round trips each month from November to February, inclusive.

Ports of Call.—Victoria, Vancouver, Prince Rupert, Ketchikan, Juneau and Skagway.

Calls at United States Ports.—Steamers are permitted to call at the United States ports mentioned in the preceding paragraph on outward trips only.

Subsidy.—\$25,000 per annum, payable quarterly in July, October, January and April.

Mails.—To be carried free.

DISTANCES.

Victoria to Vancouver.....	Knots.
Vancouver to Port Essington.....	73
Port Essington to Prince Rupert.....	472
Prince Rupert to Port Simpson.....	27
Port Simpson to Ketchikan.....	36
Ketchikan to Skagway.....	66
	307
Total.....	981

DESCRIPTION OF VESSELS EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.			Refrigerator Space.	N.H.P.	Speed, Knots.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
Princess Alice.	Ft. 289-0	Ft. 46-0	Ft. 17-0	1,903	3,099	500	500	Nil.	Nil.	Nil.	610	17½	Newcastle-on-Tyne.	1911	Steel.
Princess Mary.	Ft. 248-4	Ft. 40-1	Ft. 14-0	1,346	2,155	450	400	Nil.	Nil.	Nil.	195	14	Paisley.....	1910	"

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TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Number of Passengers Carried.			Tons of Freight Carried.		Live Stock.	Mails.		Subsidies Paid.
		1st Class.	2nd Class.	3rd Class.	Tons W'ght	Tons Meas.		Lock Bags.	Tied Sacks	
1907.....		11,206			17,677		Not stated.	Not stated.		For all routes including Island service. \$ 17,500 4,375
1908.....		27,625			23,446		264	13,281		
1909.....		23,346	4,427	2,236	25,740	332	130	6,378	8,367	17,500
*1910.....		10,052	1,846	680	12,536	55	591	3,524	4,119	12,500
1911.....		7,096	1,311	665	8,469	626	85	2,785	6,579	12,500
1912.....	39	10,948	1,216	404	5,315	3,238	900	6,227	5,238	12,500
1913.....	40	12,292	1,461	584	6,409	1,372	482	3,460	9,118	12,500
1914.....	40	12,788	827	811	11,483	349	925	6,665	6,377	12,500
1915.....	40	6,020	601	249	10,818	597	1,521	5,067	7,703	12,500
1916.....	42	7,638	440	199	13,506	180	1,239	3,361	14,207	12,500
1917.....	40	7,616	528	322	13,909	Nil.	779	4,240	9,347	12,500
1918.....	32½	6,308	810	112	16,890	Nil.	158	4,496	8,195	11,263 03
1919.....	34 In Out	5,052 4,378	482 217	243 250	2,473 6,110	Nil. Nil.	Nil. 260	1,713 4,804	2,028 5,621	
Total.....		9,430	699	493	8,583	Nil.	260	6,517	7,649	21,875

*The above figures show traffic carried over routes "A" and "B" during 1907, 1908 and 1909. From 1910 onwards only route "A" has been subsidized, which accounts for the apparent decrease in traffic.

VICTORIA AND WEST COAST VANCOUVER ISLAND.

CANADIAN PACIFIC RAILWAY COMPANY.

Contract No. 63.

T. & C. File 21026.

Vote 167.—Victoria and West Vancouver Island.—Steam service between—

1919-20..	\$5,000
1920-21..	5,000

Contractors.—Canadian Pacific Railway Company, of Montreal, Que.

Date of Contract.—April 5, 1918.

Duration of Contract.—April 1, 1918, to March 31, 1919. This service was continued by Order in Council to March 31, 1920.

Service.—Four complete round trips each month from April to September, inclusive, viz.: two trips from Victoria to Clayoquot and way ports; one trip from Victoria to Quatsino, including Clayoquot and way ports, and one trip from Victoria

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to Holberg, including Quatsino, Clayoquot, and way ports. For the balance of the year, three complete trips each month; one to Holberg and way ports, including Quatsino; one to Quatsino and way ports, and one to Clayoquot.

Ports of Call.—Victoria, Port Renfrew, Carmanah, Cla-oose, Bamfield, Port Alberni, Sechart, Ucluelet, Clayoquot, Christie School, Ahousat, Hesquoit, Friendly Cove, Whaling Station, Kyuquot, Winter Harbour, Quatsino, and Holberg; and, if sufficient business offers, at Dodge's Cove, Uchucklesit, Port Hughes and Neuchatlitz.

Speed Required.—Not stated.

Subsidy.—\$5,000 per annum, payable quarterly in June, September, December and March.

Mails.—To be carried free.

DISTANCES.

	Knots.
Victoria to Port Renfrew	54
Port Renfrew to Carmanah	15
Carmanah to Cla-oose	5
Cla-oose to Bamfield	25
Bamfield to New Alberni	34
New Alberni to Sechart	34
Sechart to Ucluelet	12
Ucluelet to Clayoquot	26
Clayoquot to Christie's School	3
Christie's School to Ahousat	9
Ahousat to Hesquoit	36
Hesquoit to Friendly Cove	25
Friendly Cove to Whaling Station	68
Whaling Station to Kyuquot	11
Kyuquot to Winter Harbour	45
Winter Harbour to Quatsino	22
Quatsino to Holberg	23
Total	447

DESCRIPTION OF VESSELS EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.			Refrigerator Space.	N.H.P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.												
Princess Maquinna	232	38	17	978	1777	800	500	Nil.	Nil.	Nil.	Nil.	12	Victoria, B.C.	1913	Steel.

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TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Passengers Carried.			Tons of Freight Carried.		Live Stock.	Mails.		Subsidy Paid.
		1st Class.	2nd Class.	3rd Class.	Tons Weight.	Tons Meas.		Lock Bags.	Tied Sacks.	
1907.....			6,037		8,999		Not stated.	Not stated.		Included in amount of \$17,500 paid under previous vote.
1908.....			5,606		10,480		151	745			Included in amount of $4,375 paid under previous vote.
1909.....		3,173	1,318	305	5,887	5,887	63	1,064	972	Included in amount of \$17,500 paid under previous vote. \$5,000
1910.....		4,692	1,017	595	4,257	6,367	62	1,379	998	
1911.....		3,788	348	776	7,072	1,012	67	1,212	734	3,750
1912.....	46	4,954	1,418	1,137	5,241	5,854	111	1,751	937	5,000
1913.....	43	5,173	3,534	Nil.	1,100	7,292	73	2,057	940	5,000
1914.....	43	4,123	2,469	615	6,806	1,739	62	2,479	1,101	5,000
1915.....	42	2,984	916	605	7,442	5,382	40	2,936	898	5,000
1916.....	42	3,275	1,343	Nil.	9,756	Nil.	20	2,321	1,817	5,000
1917.....	42	5,292	2,169	Nil.	11,636	Nil.	105	4,353	174	5,000
1918.....	36	7,168	1,516	438	15,930	Nil.	151	1,302	3,936	4,374 94
1919.....	36½	In. 2,820 Out 2,913	666 859	Nil. Nil.	8,259 7,788	Nil. Nil.	11 196	837 2,498	364 913	
Total.....		5,733	1,525	Nil.	15,047	Nil.	207	3,335	1,277	4,375 00

VANCOUVER AND NORTHERN BRITISH COLUMBIA PORTS.

THE UNION STEAMSHIP CO. OF BRITISH COLUMBIA, LTD.

Contract No. 18.
T. & C. File No. 23562.

Vote 168.—Vancouver and Northern ports of British Columbia, steam service between—

1919-20..	\$16,800
1920-21..	16,800

Contractors.—The Union Steamship Company of British Columbia, Ltd., Vancouver, B.C.

Date of Contract.—May 14, 1919.

Duration of Contract.—April 1, 1919, to March 31, 1920.

Service and Ports of Call.—Regular sailings throughout the year from Vancouver to Anyox (Granby Bay), on Observatory Inlet, making—

(a) Two calls each way each week at Campbell River, Port Hardy and Quathiasca Cove.

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(b) One call each way each week at Alert Bay, Sointula, Beaver Cove, Shushartie Bay, Namu, Bella Bella, Bella Coola, Swanson Bay, Butedale, Prince Rupert, Port Simpson and Ocean Falls.

(c) One call each week at Wadhams, Hartley Bay, Port Essington, Arrandale, Kincolith, Mill Bay, Anyox, Claxton, and, weather permitting, at Suquash.

(d) One call one way every two weeks during summer and every four weeks during winter at Smith's Inlet.

(e) One call one way every four weeks at Kitimat.

(f) During the summer season one call one way each week at Oceanic, China Hat, Lowe Inlet, Rivers Inlet, Schooner Passage, Kumeon and Alice Arm, and every two weeks in winter.

(g) During the summer season only one call one way every two weeks at Kimsquit.

Under the present service to Bella Coola by the steamer making that place the terminal, one call per week suffices. If calls are made by the steamer operating through to Prince Rupert calls must be made each way each week. It is understood and agreed that the two calls each way each week at Port Hardy are conditional upon the Government float being installed at that port; otherwise one call each way each week will be sufficient.

Speed required.—Not stated.

Subsidy.—\$16,800 per annum, payable quarterly in July, October, January and April.

Mails.—To be carried free. The contractors further agree to carry the mails to and from all ports at which they call, whether such call be stipulated in the agreement or not.

Government Wharves.—Steamers must call whenever possible.

DISTANCES.

	Miles.		Miles.
Vancouver to Campbell River	101	Ocean Falls to Bella Bella	28
Campbell River to Quathiasca Cove	2	Bella Bella to China Hat	39
Quathiasca Cove to Alert Bay	81	China Hat to Swanson Bay	24
Alert Bay to Sointula	5	Swanson Bay to Butedale	13
Sointula to Suquash	9	Butedale to Hartley Bay	28
Suquash to Port Hardy	12	Hartley Bay to Kitimat	40
Port Hardy to Shushartie Bay	19	Hartley Bay to Lowe Inlet	21
Shushartie Bay to Takush Harbour	39	Lowe Inlet to Claxton	41
Takush Harbour to Smith's Inlet	12	Claxton to Port Essington	9
Smith's Inlet to Wadham's	26	Port Essington to Inverness	12
Wadham's to Rivers Inlet Cannery	14	Inverness to Oceanic	7
Rivers Inlet Cannery to Schooner Pas- sage	13	Oceanic to Prince Rupert	14
Schooner Passage to Safety Cove	15	Prince Rupert to Port Simpson	34
Safety Cove to Namu	22	Port Simpson to Arrandale	32
Namu to Bella Coola	59	Arrandale to Kincolith	2
Bella Coola to Kimsquit	53	Kincolith to Mill Bay	5
Kimsquit to Ocean Falls	57	Mill Bay to Anyox	33

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DESCRIPTION OF VESSELS EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.		Refrigerator Space.	N.H.P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.				At	In	Of
Chelohsin.....	175.5	35.1	15.7	597	1,133	479	100	91	Nil.	131	13½	Dublin.....	1911	Steel.
Venture.....	180.4	32.0	17.0	530	1,011	560	100	84	Nil.	171	12	Glasgow....	1910	"
Coquitlam.....	120	22.2	9.6	165	256	357	Nil.	Nil.	Nil.	28	7½	Vancouver..	1892	"
Casmosun.....	192.	35.2	17.9	793	1,369	713	100	103	Nil.	224	11	Paisley.....	1905	"
Cowichan.....	156.1	32.0	13.5	520	961	565	165	.....	Nil.	151	11	Ayr.....	1908	"

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips.	Passengers Carried.	Tons of Freight Carried.		Live Stock.	Mails.		Subsidy Paid.
			Weight.	Measurement.		Lock Bags.	Tied Sacks.	
April 1 to Dec. 31, 1912.....	217	19,600	26,451	11,157	928	7,472	Nil.	\$7,500
1913.....	189	19,328	99,106	45,433	791	8,042	2,828	15,100
1914.....	209	21,167	31,291	10,600	518	17,256	Nil.	16,800
1915.....	189	15,126	30,627	8,541	602	13,831	Nil.	16,800
1916.....	241	21,424	34,550	14,738	362	16,964	Nil.	16,800
1917.....	236	23,453	31,011	13,511	309	19,526	Nil.	16,800
1918.....	268	30,454	40,116	16,891	230	20,997	100	16,800
1919.....	218	In. 11,018 Out 16,291	18,141 13,333	1,711 10,458	48 117	8,677 13,426	Nil. Nil.	16,800
Total.....	.....	27,309	31,474	12,169	165	22,103	Nil.	

VANCOUVER AND PORTS ON HOWE SOUND.

R. D. THOMPSON.

Contract No. 78.

T. & C. File No. 22274.

Vote 169.—Vancouver and ports on Howe Sound, steam service between—

1919-20..	\$3,334.
1920-21..	5,000

Contractor.—R. D. Thompson, of Vancouver, B.C.

Date of Contract.—October 18, 1919.

Duration of Contract.—August 1, 1919, to March 31, 1920.

Service and Ports of Call.—

(a) A regular daily service from August 1 to September 20 between Vancouver and Gibson's Landing, Hopkin's Landing, New Brighton, Port Mellon, Smith's Landing and Seaside Park.

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(b) A regular service three times each week from October 1 to March 31, and more frequently should business warrant it, between Vancouver and Gibson's Landing, Hopkin's Landing, Smith's Landing and New Brighton.

(c) A regular service twice a week throughout the year between Vancouver and Hope Point (or Long Bay), West Bay, Grace Harbour, Elkin's Point, McNab Creek, Douglas, North Bay and Halkett Bay.

(d) A regular service twice a week from October 1 to March 31 between Vancouver, Port Mellon and Seaside Park, with more frequent trips, if business should warrant it.

Speed Required.—Not stated.

Subsidy.—At the rate of \$5,000 per annum, payable quarterly.

Mails.—To be carried free. Mails to be received and delivered at ship's side.

DISTANCES.

	Miles.
Vancouver to Hope Point..	22
Hope Point to West Bay..	5
West Bay to Gibson's Landing..	8
Gibson's Landing to Hopkin's Landing..	4
Hopkin's Landing to Smith's Landing..	2
Smith's Landing to New Brighton..	3
New Brighton to Port Mellon..	10
Port Mellon to Seaside Park..	1
Seaside Park to McNab's Creek..	6
McNab's Creek to Elkin's Point..	2
Elkin's Point to Douglas Bay..	4
Douglas Bay to North Bay..	4
North Bay to Halkett..	4
Halkett to Vancouver..	22
Total..	97
Vancouver to Gibson's Landing..	24

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.	N. H. P.	Speed Knots.	Built.		
	Length Feet.	Breadth Feet.	Depth Feet.	Net	Gross	Capacity.				At	In.	Of.
Britannia.....	104.8	22.4	6.09	221.6	325.9	60	200	33	10	Vancouver, B.C.	1902	Wood

TRAFFIC RETURNS.

Period.	No. of Round Trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.		Subsidy Paid.
					Lock Bags.	Tied Sacks.	
Aug. 1 to Dec. 31, 1919.....	114	In 2,768 Out 2,610	511 20	17 31	155 154	32 432	\$ 1744.63
Total.....		5,378	531	48	309	464	

LOCAL SERVICES.

BADDECK AND IONA.

THE BADDECK STEAMSHIP COMPANY, LIMITED.

Contract No. 25.
T. & C. File 23696.

Vote 170.—*Baddeck and Iona, steam service between—*

1919-20..	\$6,825.
1920-21..	6,825

Contractors.—The Baddeck Steamship Company, Ltd., of Baddeck, N.S.

Contract Dated.—June 21, 1919.

Duration of Contract.—April 1, 1919, to March 31, 1920.

Service.—Two full round trips daily, during open navigation.

Ports of Call.—Baddeck, Iona and McKay's Point; calling at Kempt Head on the western end of Boularderie Island on trips from Baddeck to Iona; such calls to be made only on those days on which the steamer *Marion* makes her west-bound trip from Sydney to Whycomagh; and calling at Grand Narrows whenever there is a reasonable amount of freight to take on or put off at that place.

Connections at Iona.—The steamer *Blue Hill* shall make connections at Iona with the afternoon eastbound train from Halifax to Sydney. In case the train is late in arriving at Iona, the steamer must wait not more than three hours before proceeding to Baddeck.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$6,825 per annum, payable quarterly, in July, October, January and April.

Mails.—To be carried free.

DISTANCES.

	Miles.
Baddeck to Iona..	12
" Grand Narrows..	20
" McKay's Point..	10
" Kempt Head..	5
Distance between terminal points..	20

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.	N. H. P.	Speed—Knots.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity				At	In	Of
Blue Hill.....	Ft. 135	Ft. 18	Ft. 7	92	195	.....	500	38	12	East Boston, U.S.A.	1887	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Passengers Carried.	Freight Carried.	Live Stock.	Mails.		Subsidy Paid.
					Lock Bags.	Tied Sacks.	
1907.....		4,377	1,240	Not stated.	Not stated.	Not stated.	\$ cts. 5,825 00
1908.....	621	5,147	784	112	2,270	2,680	5,450 00
1909.....	496	5,680	948	101	2,850	2,775	5,825 00
1910.....	470	4,895	902	249	3,101	3,006	5,825 00
1911.....	640	4,311	689	120	2,522	2,939	2,825 00
1912.....	480	3,048	573	74	2,892	3,377	5,825 00
1913.....	534	4,754	873	86	3,173	3,938	5,825 00
1914.....	500	4,468	782	98	3,227	4,801	5,825 00
1915.....	598	4,156	824	54	3,065	4,200	5,728 32
1916.....	510	3,463	789	—	3,034	4,986	5,750 64
1917.....	477	4,380	1,015	—	2,854	5,419	5,825 00
1918.....	453	3,418	783	Nil.	2,999	4,659	5,825 00
1919.....	573	In... 2,805 Out.. 2,847	672 251	Nil. Nil.	2,190 1,679	6,469 242	6,825 00
Total.....		5,652	923	Nil.	3,869	6,711	

From 1907 to 1915, inclusive, and during the quarter ended March 31, 1916, the service was performed by the Victoria Steamship Co., of Baddeck, N.S., and their proportion of the subsidy shown above for 1916 was \$1,475.

CHARLOTTETOWN, VICTORIA AND HOLLIDAY'S WHARF.

LAHAVE STEAMSHIP CO.

Contract No. 74.

T. & C. File 24092.

Vote 171.—Charlottetown, Victoria and Holliday's Wharf, steam service between—

1919-20..	\$2,500
1920-21..	2,500

Contractors.—The La Have Steamship Co., of West La Have, N.S.

Contract dated.—June 17, 1919.

Duration of Contract.—From June 1, 1919 to the close of navigation in the same year.

Service and Ports of Call—

(a) Sailing every Tuesday from Orwell to Charlottetown and return, calling at way ports.

(b) Sailing every Thursday from Crapaud to Charlottetown and return, calling at way ports.

(c) Sailing every Friday from East River to Charlottetown and return, calling at way ports.

(d) Sailing every Saturday from West River to Charlottetown and return, calling at way ports.

The way ports referred to above are as follows:—Holliday's Wharf, China Point, Haggerty's, Hickey's and McEwen's wharves.

Subsidy.—\$2,500 per season, payable at the rate of \$325 per month.

Mails.—To be carried free.

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DISTANCES.

	Miles.
Charlottetown to Holliday's..	17
Holliday's to China Point..	2½
China Point to Brush Wharf..	½
Charlottetown to Hickey's Wharf..	11
Hickey's Wharf to Haggarty's..	3
Haggarty's to Hayden's..	1
Charlottetown to McEwen's..	8
McEwen's to West River Bridge..	2
	45

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.	N. H. P.	Speed Knots.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
Tussle.....	Feet. 83.2	Feet. 20.5	Feet. 9.8	67	151	100	25	28	10	Lunenburg, N.S.	1915	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	No. of Passengers carried.	Barrels of Freight carried.	Live Stock.	Mail Bags.	Subsidy Paid.
1913.....	273	12,534	31,331	1,088	Nil.	\$ 2,500
1914.....	251	13,232	33,050	1,617	Nil.	2,500
1915.....	255	13,165	31,041	1,053	Nil.	2,500
1916.....	234	10,159	35,898	1,528	Nil.	2,500
1917.....	226	10,536	41,873	1,275	Nil.	2,500
1918.....	No service was performed.					
1919.....	198	In. 1,655 Out. 1,468	18,912 11,106	471 Nil.	Nil. Nil.	2,031.25
Total.....		3,123	30,018	471	Nil.	

FROUDE'S POINT AND LOCKEPORT, N.S.

MUNICIPAL CORPORATION OF THE TOWN OF LOCKEPORT, N.S.

Contract No. 22.

T. & C. File No. 23568.

Vote.—Froude's Point and Lockeport, N.S., Steam Service between
 1919-20.. \$1,000
 1920-21.. No subsidy voted.

Contractors.—The Municipal Corporation of the town of Lockeport, N.S.

Contract Dated.—May 14, 1919.

Duration of Contract.—April 1, 1919, to March 31, 1920.

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Service.—Not less than twelve round trips each week, all the year round.

Ports of Call.—Lockeport, Rockland and Froude's Point, N.S.

Subsidy.—\$1,000 per annum; payable quarterly.

Mails.—To be carried free.

DISTANCE.

	Miles.
Lockeport to Rockland	2 $\frac{3}{4}$
Rockland to Froude's Point	1 $\frac{1}{2}$
Total	4

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.		Passenger Accommodation.	N. H. P.	Speed, Knots.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.				At	In	Of
D. D. Mann	Ft. 73	Ft. 21.5	Ft. 4.25	88	130	40	13	9	Shelburne, N.S.	1907	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails		Subsidy Paid.
					Lock Bags.	Tied Sacks.	
1908	875	6,625	1,170	Nil.	3,768	1,800	\$ cts. 600 00
1909	885	6,471	1,715	Nil.	4,300	1,680	636 66
1910	780	6,629	2,140	Nil.	4,880	1,690	600 00
1911	790	6,966	1,770	Nil.	4,880	1,380	600 00
1912	790	6,795	2,857	Nil.	4,880	1,380	600 00
1913	790	8,014	4,764	Nil.	4,880	1,380	600 00
1914	790	7,912	5,031	Nil.	4,880	1,380	600 00
1915	790	6,381	6,301	Nil.	4,880	1,380	600 00
1916	790	5,718	6,505	Nil.	4,880	1,380	600 00
1917	550	3,401	6,843	Nil.	4,880	1,380	600 00
1918	630	1,572	5,280	Nil.	4,880	1,380	600 00
1919	635	In 1,008	3,254	Nil.	2,480	725	900 00
		Out 1,072	3,128	Nil.	2,480	725	
Total		2,080	6,382	Nil.	4,960	1,450	

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GRAND MANAN AND THE MAINLAND.

GRAND MANAN STEAMBOAT COMPANY.

Contract No. 14.

T. & C. File No. 23559.

Vote 172.—Grand Manan and the Mainland, steam service between—

1919-20..	\$12,500
1920-21..	12,500

Contractors.—The Grand Manan Steamboat Company, of Grand Manan, N.B.

Date of Contract.—May 30, 1919.

Duration of Contract.—April 1, 1919, to March 31, 1920.

Service and Ports of Call.—From June to September, inclusive:—

(a) One trip each week between Grand Manan and St. Andrew's, calling both ways at Campobello and Eastport, Maine.

(b) One trip each week between Grand Manan and St. John, *via* and calling both ways at Campobello and Eastport.

(c) One round trip each week between Grand Manan and St. John direct.

(d) One trip each week between Grand Manan and St. Stephen, calling both ways at Campobello, Eastport and St. Andrews.

And during the remaining eight months of the year:—

(e) One trip each week between Grand Manan and St. Stephen, calling both ways at Campobello, Eastport and St. Andrew's.

(f) One trip each week between Grand Manan and St. John, calling both ways at Campobello and Eastport.

(g) One trip each week between Grand Manan and St. Andrew's, calling both ways at Campobello and Eastport.

Subsidy.—\$12,500 per annum, payable quarterly in July, October, January and April.

Mails.—To be carried free.

Government Wharves.—Steamers must call at Government Wharves whenever possible.

DISTANCES.

	Miles.
Grand Manan to Campobello..	15
Campobello to Eastport..	3
Eastport to St. John..	45
Eastport to St. Andrew's..	12
St. Andrew's to St. Stephen..	18
St. John to Grand Manan..	45
St. Stephen to Grand Manan..	48
St. Andrew's to Grand Manan..	30

DESCRIPTION OF STEAMER EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.	N. H. P.	Speed, Knots.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
GrandManan.....	130	26	11	180	363	250	350	32	12	Liverpool, N.S.	1911	Wood

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TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run	No of Passengers Carried	Tons Freight Carried.	Live Stock.	Mails.		Subsidy Paid.
					Lock Bags.	Tied Sacks.	
1907.....	138	6,524	4,407	Not stated.	Not	stated.	\$ cts. 5,000 00
1908.....	174	6,168	4,016	33	1,561	2,553	5,000 00
1909.....	173	6,961	3,749	Not stated.	1,389	1,960	6,500 00
1910.....	174	6,919	3,636	37	1,581	2,359	7,000 00
1911.....	189	6,057	3,909	31	2,146	2,017	7,000 00
1912.....	174	7,707	4,660	25	2,295	2,000	9,250 00
1913.....	171½	7,509	4,010	152	1,815	1,914	9,903 85
1914.....	172½	6,525	3,927	54	1,633	2,215	10,000 00
1915.....	176½	6,416	4,589	26	1,775	2,587	10,000 00
1916.....	174	6,977	5,427	34	1,952	2,859	10,000 00
1917.....	173	6,473	4,607	41	1,805	3,089	10,000 00
1918.....	163½	5,606	4,789	21	2,680	3,493	10,000 00
1919.....	165	In Out	4,733 60	33 74	1,017 765	2,934 643	11,875 00
Total.....		7,921	4,793	107	1,782	3,577	

HALIFAX, CANSO AND GUYSBOROUGH.

HALIFAX AND CANSO STEAMSHIP CO., LTD.

Contract No. 30.

T. & C. File No. 23421.

Vote 173.—Halifax, Canso and Guysborough, steam service between—

1919-20..	\$5,000
1920-21..	5,000

Contractors.—The Halifax and Canso Steamship Co., Ltd., of Halifax, N.S.*Date of Contract.*—April 26, 1919.*Duration of Contract.*—April 1, 1919, to March 31, 1920.*Service.*—Weekly, all the year round, between Halifax and Guysborough.

Ports of Call.—Calling on all voyages each way at Canso, Whitehead, Drumhead, Isaac's Harbour, Goldboro, Port Beckerton and Port Hilford; and calling on all outward voyages at Half Island Cove and Queensport; calling fortnightly during open navigation on outward voyages at Country Harbour and Boylston; and during the months of January and February at Port Dufferin and Moser's River.

From January 15 to March 31 a fortnightly call only need be made at Guysborough, Queensport and Half Island Cove.

Capacity of Steamer.—The steamer employed is guaranteed to have a cargo capacity equal to 2,500 barrels, with passenger accommodation for 40 passengers, electric lighted throughout and fitted with adequate refrigeration for the carriage of fresh fish.

Laying off Steamer.—The steamer may lay off for refitting two trips in each year, at such time or times as will least interfere with the requirements of the service.

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Government wharves.—The steamer must call whenever possible.

Subsidy.—\$5,000 per annum, payable quarterly in July, October, January and on the completion of the service.

Mails.—To be carried free.

DISTANCES.

	Miles.
Halifax to Port Hilford.	89
Port Hilford to Beckerton.	10
Beckerton to Isaac's Harbour.	16
Isaac's Harbour to Whitehead.	35
Whitehead to Canso.	17
Canso to Queensport.	12
Queensport to Guysborough.	13
Total.	192

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.	N. H. P.	Speed—Knots.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At.	In.	Of.
	Ft.	Ft.	Ft.									
Scotia.	137	27	9.5	268	376	2,000 brls.	100	53	10	Mahone, N.S.	1907	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.	
1907.	51	624	5,547	Not given.	Nil.	\$ 4,000	
1908.	52	1,779	{ 9,478 weight 14,818 meas.		52	Nil.	4,000
1909.	50	1,691	{ 8,301 weight 12,452 meas.		61	Nil.	4,000
1910.	52	1,487	20,955	30	Nil.	4,000	
1911.	49	1,481	21,177	25	Nil.	4,000	
1912.	49	1,344	21,369	25	Nil.	4,000	
1913.	51	2,518	22,222	68	Nil.	4,750	
1914.	51	2,377	22,731	30	Nil.	5,000	
1915.	51	2,247	25,098	Nil.	Nil.	5,000	
1916.	50	2,475	19,862	Nil.	Nil.	5,000	
1917.	51	2,443	25,481	21	—	5,000	
1918.	48	2,168	23,869	Nil.	Nil.	5,000	
1919.	50	In 1,048 Out 1,239	8,413 22,288	Nil. Nil.	Nil. Nil.	5,000	
		Total 2,287	30,701	Nil.	Nil.		

HALIFAX AND NEWFOUNDLAND *via* CAPE BRETON PORTS.

Contract No. 11.
T. & C. File No. 23119.

Vote.—Halifax and Newfoundland via Cape Breton ports, Steam Service between—

1919-20..	\$10,000
1920-21..	5,000

Contractors.—J. A. Farquahar & Co., Ltd., of Halifax, N.S.

Date of Contract.—March 21, 1919.

Duration of Contract.—For the season of navigation, 1919.

Service.—Fortnightly, until 14 complete round trips have been performed; or until the close of navigation, should it close before the said 14 trips can be performed.

Ports of Call.—Halifax to Sydney, *via* the south shore of Cape Breton, thence to North Sydney, Marble Mountain, Baddeck, Ingonish, Neill's Harbour, White Point and St. Paul's Island; thence to Channel, Codroy, Sandy Point, Bay of Islands and Bonne Baie, Nfld.; thence returning to Halifax, calling at Bay of Islands, Sandy Point, Codroy, Channel, St. Paul's Island, White Point, Neill's Harbour, Ingonish, North Sydney and Sydney.

Subsidy.—\$10,000 for the season, payable at the rate of \$714.28 per round trip.

Mails.—To be carried free.

DISTANCES.

	Miles.
Halifax to St. Peter's..	154
St. Peter's to Grand Narrows..	21½
Grand Narrows to Baddeck..	9¾
Baddeck to North Sydney..	40
North Sydney to Sydney..	4½
Sydney to Ingonish..	31
Ingonish to Neill's Harbour..	11
Neill's Harbour to Aspy Bay..	10
Aspy Bay to St. Paul's Island..	21
St. Paul's Island to Channel..	49
Channel to Codroy..	27
Codroy to Bay St. George..	55
Bay St. George to Bay of Islands..	111
Bay of Islands to Bonne Bay..	52
Total..	596

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.	N.H.P.	Speed—Knots.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
Princess.....	Ft. 165	Ft. 26	Ft. 17·7	252	542	400	12	90	12	Grange- mouth....	1896	Steel.

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TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mail Bags.	Subsidy Paid.
1907.....	16	617	6,268	Not given.	Not given.	\$2,000
1908.....	14	681	5,375	6	14	4,000
1909.....	14	645	5,650	30	20	4,000
1910.....	15	337	8,102	31	30	4,000
1911.....	15	180	8,550	Nil.	22	4,000
1912.....	15	344	7,378	Nil.	34	10,000
1913.....	15	400	8,488	Nil.	20	10,000
1914.....	14	203	9,028	Nil.	28	10,000
1915.....	15	276	9,346	Nil.	39	10,000
1916.....	14	293	9,051	2	44	10,000
1917.....	13	317	7,700	Nil.	65	10,000
1918.....	13	36	5,136	Nil.	51	8,000
1919.....	18	In. 65 Out. 80	1,661 3,252	Nil. 83	33 40	10,000
		Total 145	4,913	83	73	

From 1907 to 1910 inclusive, the service was performed by Messrs. Pickford & Black, of Halifax, N.S.

ORIGIN, QUANTITY AND VALUE OF FREIGHT EXPORTED FROM CANADA TO NEWFOUNDLAND.

Calendar Year.	Canadian Origin.			United States Origin.			Total.		
	Weight.	Measurement.	Value.	Weight.	Measurement.	Value.	Weight.	Measurement.	Value.
	Tons.	Tons.	\$	Tons.	Tons.	\$	Tons.	Tons.	\$
1912.....	2,866	36	119,300	1,139	121	90,743	3,505	157	210,043
1913.....	3,091	636	214,938	552	554	37,799	3,643	1,188	252,737
1914.....	4,421	100	217,962	178	129	25,925	4,599	229	243,887
1915.....	4,308	167	257,505	293	278	46,341	4,601	445	303,846
1916.....	4,012	73	276,533	690	12	110,740	4,702	85	387,273
1917.....	3,058	53	293,323	454	3	75,290	3,512	56	368,613
1918.....	2,280	34	246,535	300	3	43,121	2,580	37	291,656
1919.....	2,631	83	410,650	621	Nil.	73,232	3,252	83	483,882

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin.—Flour, paint, molasses, gasolene, beans, stoves, furniture, butter, tea, hay, rope, tin ingots, apples, oats, kerosene oil, beef, pork, sugar, potatoes, oil, clothing, boots and shoes, nets, hardware, wire fencing, roofing, axes, and engines.

Of United States and Foreign Origin.—Molasses, engines and parts thereof, beef, rope, machinery, pork, tobacco, kerosene oil, oranges, shoes, feed, whisky, sugar, tea, salt, gasolene, engines, bananas, oranges, and raisins.

HALIFAX AND LAHAVE RIVER PORTS.

THE WESTERN STEAMSHIP CO., LTD.

Contract No. 67.

T. & C. File No. 23914.

Vote 175.—Halifax and LaHave River Ports, steam service between—

1919-20.....	\$4,000
1920-21.....	4,000

Contractors.—The Western Steamship Co., Ltd., Halifax, N.S.

10 GEORGE V, A. 1920

Date of Contract.—July 24, 1919.

Duration of Contract.—Opening of navigation, 1919, to March 31, 1920.

Service and Ports of Call.—Leaving Halifax once each week, calling at La-Have, Riverport, East LaHave, Pleasantville, Conquerall Bank and Dayspring, and returning to Halifax, calling at the aforesaid ports.

During the winter months, when the LaHave river is frozen over, calls at Pleasantville, East LaHave, Conquerall Bank and Dayspring may be omitted.

During the months of January and February calls at any of the said ports may be omitted if ice conditions prevent their being made. The Minister, however, reserves the right to call upon the contractor to restore the service, as performed in former years, to Tancook Island and way ports, if there should be sufficient demand for it.

Government Wharves.—Steamers must call whenever possible.

Subsidy.—\$3,000 per annum, payable in quarterly instalments on the last days of June, September, December and March. If the service to Tancook Island and way ports should be restored, an additional subsidy shall be payable at the rate of \$20 for each round trip, or not more than \$1,000 for a maximum of fifty round trips during the period covered by this contract.

Mails.—To be carried free.

Withdrawal of steamer for repairs.—The steamer may be withdrawn from the service for a total period of fourteen days, if required, for necessary repairs.

DISTANCES.

		Miles.
Halifax to	LaHave..	52
"	Riverport..	54
"	West LaHave..	56
"	Conquerall Bank..	60

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.	N.H.P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
Enterprise.....	Feet. 108	Feet. 25	Feet. 8.6	98	211	100	100	42	Knots 11	Shelburne, N.S.	1907	Wood.

TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags Mail.	Subsidy Paid.
1911.....	37	247	2,270	Nil.	Nil.	\$ 750 00
1912.....	43	410	360	12	Nil.	3,147 73
1913.....	88	526	5,900	Nil.	Nil.	3,153 85
1914.....	68½	Nil.	4,294	Nil.	Nil.	2,815 00
1915.....	76½	134	4,820	Nil.	Nil.	3,000 77
1916.....	83½	682	5,287	6	Nil.	3,639 60
1917.....	72	885	7,310	Nil.	Nil.	4,513 57
1918.....	23	368	2,300	Nil.	Nil.	1,095 26
1919.....	44	In..... 170 Out.... 173	734 3,075	Nil. Nil.	Nil. Nil.	2,250 00
		Total.. 343	3,807	Nil.	Nil.	

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HALIFAX, SPRY BAY AND CAPE BRETON PORTS.

HALIFAX AND SHEET HARBOUR STEAMSHIP COMPANY, LTD.

Contract No. 55.

T. & C. File No. 23763.

Vote 176.—Halifax and Spry Bay and ports in Cape Breton, steam service between—

1919-20	\$4,000
1920-21	4,000

Contractors.—Halifax and Sheet Harbour Steamship Company, Ltd., 234-246 Hollis Street, Halifax, N.S.

Date of Contract.—June 9, 1919.

Duration of Contract.—April 1, 1919, to March 31, 1920.

Service.—Weekly, all the year round.

Ports of Call.—Halifax, Jeddore, Owl's Head, Tangier, Pope's Harbour, Ship Harbour, Sheet Harbour, Sober Island, Spry Bay, St. Peter's, Arichat, West Arichat, Poulamond and L'Ardoise; as well as such other ports or places between the above terminal ports as may be required by the Minister.

(a) The call at Pope's Harbour is at the discretion of the contractors.

(b) The call at L'Ardoise may be omitted in January, February and March.

(c) During the month of February the contractors have the option of omitting calls at St. Peter's, Arichat, West Arichat and Poulamond; and also during parts of the months of January and March, provided satisfactory proof can be shown the Minister that the steamer was prevented from calling at these ports on account of ice conditions.

(d) A fortnightly service to Marble Mountain shall be performed during the season of open navigation.

(e) Through bills of lading shall be issued by the *Margaret* between Halifax and all ports in the Bras d'Or Lakes and on the eastern coast of Cape Breton called at by the *Arcadia* during the present season.

Subsidy.—\$4,000 per annum, payable in four equal instalments in July, October, January and April.

Government Wharves.—Steamer must call whenever possible.

Time for repairs.—Three weeks are allowed during the year for Government inspection and annual overhauling.

Mails.—To be carried free.

DISTANCES.

	Miles.
Halifax to Jeddore	55
Jeddore to Owl's Head	15
Owl's Head to Tangier	10
Tangier to Pope's Harbour	10
Pope's Harbour to Ship Harbour	10
Ship Harbour to Sheet Harbour	20
Sheet Harbour to Sober Island	20
Total	<u>120</u>

10 GEORGE V, A. 1920

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.	N.H.P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
Margaret.....	Feet. 92	Feet. 19	Feet. 9	100	195	175	90	27	Knots 10½	Sheet H'bour.	1907	Wood

TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mail.	Subsidy Paid.
1907.....	50	2,186	4,500	Nil.	Nil.	\$ cts. 1,250 00
1908.....	52	1,935	3,470	Nil.	Nil.	2,500 09
1909.....	51	2,226	3,710	Nil.	Nil.	2,500 00
1910.....	52	2,774	2,975	Nil.	Nil.	2,500 00
1911.....	48	2,911	4,695	Nil.	Nil.	2,307 69
1912.....	52	3,138	7,380	Nil.	Nil.	2,500 00
1913.....	50	3,244	7,430	Nil.	Nil.	2,153 84
1914.....	50	2,572	7,700	Nil.	Nil.	3,000 00
1915.....	50	2,630	7,535	Nil.	Nil.	4,000 00
1916.....	45	2,207	9,180	Nil.	Nil.	3,603 08
1917.....	45	1,522	7,155	Nil.	Nil.	3,750 25
1918.....	41	1,101	5,740	100	Nil.	3,767 92
1919.....	46	In..... 838 Out.... 504	3,400 2,825	Nil. Nil.	Nil. Nil.	4,000 00
		Total..1,342	6,225	Nil.	Nil.	

HALIFAX, SOUTH CAPE BRETON AND BRAS D'OR LAKE PORTS.

HENDRY, LTD.

Contract No. 66.

T. & C. File No. 23708.

Vote 177.—Halifax, South Cape Breton and Bras d'Or Lake Ports, steam service between—

1919-20.....	\$6,000
1920-21.....	6,000

Contractors.—Messrs. Hendry, Ltd., Halifax, N.S.

Date of Contract.—July 7, 1919.

Duration of Contract.—From the opening to the close of navigation in 1919.

Service and Ports of Call.—Passengers and freight shall be conveyed between Halifax and St. Peter's by the steamers *Margaret* and *Strathlorne*, and shall be transhipped at St. Peter's to and from the *Arcadia*, for the purpose of proceeding to or from the under-mentioned points in the Bras d'Or lakes, and on the east coast of Cape Breton. The *Arcadia's* service shall be as follows: (a) Two round trips each month from St. Peter's, N.S., to Sydney, through the Bras d'Or Lakes, calling at all ports on

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the west side of the lakes at which freight is offered, or is to be delivered, including Grand Narrows, Iona, Baddeck, Whycocomagh, Little Narrows, Nyanza, Boularderie Centre, Boularderie, Marble Mountain, West Bay and Washabuck Centre.

(b) One round trip each month from St. Peter's to Sydney, calling at all ports at which freight is offered, or is to be delivered, on the east side of the lakes, including Johnston's Harbour, Irish Cove, Big Pond, East Bay, Castle Bay and Grand Narrows.

(c) One round trip shall be made each month from St. Peter's to Sydney, calling at North Sydney, Glace Bay, Port Morien, Mainadieu, Louisburg and Gabarous.

(d) The last two trips of the season are to be made from St. Peter's to Gabarous, Louisburg, Mainadieu, Port Morien, Glace Bay, North Sydney, Sydney, Baddeck, Grand Narrows and Iona.

(e) Through tickets for passengers and through bills of lading for freight shall be issued between Halifax via the *Margaret* and *Strathlorne*, and the above mentioned ports in the Bras d'Or Lakes and on the East Coast of Cape Breton.

(f) If, during the early spring and late fall, the steamers *Strathlorne* and *Margaret* have their full complement of freight, and are unable to carry the additional freight required to and from the *Arcadia*, the contractors agree to supply an additional steamer between Halifax and St. Peter's, for the purpose of carrying the surplus of the *Arcadia's* freight.

The calls at Mainadieu are to be conditional upon the weather permitting. Calls at Glace Bay shall not be made unless, in the opinion of the Minister, it is safe for the steamer *Arcadia* to call at this port.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$6,000 per annum, payable in four instalments of \$1,500 each.

Mails.—To be carried free.

DISTANCES.

	Miles.
Halifax to St. Peter's..	145
St. Peter's to Grand Narrows..	20
Grand Narrows to Iona..	1
Iona to Baddeck..	10
Baddeck to Pt. Bevis..	9
Pt. Bevis to Boularderie..	3
Boularderie to Boularderie Centre..	5
Boularderie Centre to Big Bras d'Or..	6
Big Bras d'Or to New Campbellton..	1
New Campbellton to North Sydney..	15
North Sydney to Sydney..	5
Sydney to Glace Bay..	21
Glace Bay to Port Morien..	15
Port Morien to Mainadieu..	14
Mainadieu to Louisburg..	16
Louisburg to Gabarous..	14
Total..	300

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation	N. H. P.	Speed, Knots.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
Arcadia.....	Ft. 73	Ft. 16·7	Ft. 6·4	42	62	70	40	30	8	Yar- mouth, N.S.	1884	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags Mail	Subsidy paid.
						\$ cts.
1911.....	25	148	7,556	Nil.	Nil.	3,800 00
1912.....	21	21	4,985	Nil.	Nil.	3,200 00
1913.....	21	7	4,930	Nil.	Nil.	3,500 00
1914.....	19	6	4,603	Nil.	Nil.	3,333 33
1915.....	14	Nil.	4,290	Nil.	Nil.	2,666 66
1916.....	15	Nil.	3,770	Nil.	Nil.	5,625 00
1917.....	15	57	4,270	Nil.	Nil.	5,625 00
1918.....	14	Nil.	2,342	Nil.	Nil.	3,999 94
1919.....	26	In..... 80 Out.... 101	2,100 1,675	Nil. Nil.	Nil. Nil.	..... 6,000 00
Total.....		181	3,775	Nil.	Nil.	.....

In 1918 this service, commencing at Halifax was performed by the Provincial S. S. Co., and previous to that by the Halifax and Glace Bay S. S., Co.

HALIFAX AND WEST COAST CAPE BRETON.

THE HALIFAX AND INVERNESS STEAMSHIP CO., LTD.

Contract No. 70.

T. & C. File No. 23764.

Vote 178.—Halifax and West Coast of Cape Breton, calling at way ports, steam service between—

1919-20..	\$4,000
1920-21..	4,000

Contractors.—The Halifax and Inverness SS. Co., Ltd., of Halifax, N.S.

Date of Contract.—June 9, 1919.

Duration of Contract.—From the opening to the close of navigation in 1919.

Service.—Weekly. 26 trips shall constitute a full season's service, although the contractors shall be required to make such additional sailings as weather conditions shall permit.

Ports of Call.—Halifax, Port Mulgrave, Port Hawkesbury, Port Hastings, Port Hood, Mabou, Margaree, Grand Etang, Cheticamp, and Eastern Harbour, calling once every two weeks at Havre au Bouche, Cape George and Pleasant Bay, and calling at Inverness, Broadcove Marsh and Margaree Island whenever there is a reasonable quantity of freight or number of passengers to be landed or embarked, weather permitting.

(b) Calls shall be made at Chimney Corner when the wharf is completed, and when there are passengers or freight to be taken on or put off at that place.

(c) One call shall be made during the autumn of the present year at Ballantyne's Cove, N.S.

(d) Through bills of lading shall be issued by the *Strathlorne* from Halifax to all ports in the Bras d'Or Lakes, and on the Eastern Coast of Cape Breton, called at by the *Arcadia* during the present season.

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Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$4,000 per annum, payable in instalments of \$2,000 on July 1 and on completion of the service.

Mails.—To be carried free.

DISTANCES.

	Miles.
Halifax to Mulgrave.	150
Mulgrave to Hawkesbury.	1
Hawkesbury to Hastings.	3
Hastings to Havre au Bouche.	7
Havre au Bouche to Port Hood.	20
Port Hood to Mabou.	10
Mabou to Margaree.	31
Margaree to Grand Etang.	8
Grand Etang to Eastern Harbour.	9
Eastern Harbour to Pleasant Bay.	15
Total.	254

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.	N. H. P.	Speed, Knots.	Built.		
	Length.	Breadth	Depth.	Net.	Gross.	Capacity.				At	In	Of
Strathlorne.	116	20.2	9	81	135	180	40	24	9	Mahone. . .	1909	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock	Bags Mail	Sudsidy paid.
1911.	30	35	7,864	Nil.	Nil.	\$ 1,714 20
1912.	27	8	6,580	Nil.	Nil.	1,444 44
1913.	27	Nil.	5,120	Nil.	Nil.	1,500 00
1914.	27	Nil.	4,662	Nil.	Nil.	3,058 82
1915.	27	3	3,782	Nil.	Nil.	3,000 00
1916.	25	Nil.	6,079	Nil.	Nil.	2,941 18
1917.	27	108	7,150	Nil.	Nil.	4,000 00
1918.	27	64	4,960	Nil.	Nil.	4,000 00
1919.	27	In Out	31 26	1,650 1,475	Nil. Nil.	4,000 00
		Total	57	3,125	Nil.	Nil.

HALIFAX AND SHERBROOKE.

W. J. MURDOCH.

Contract No. 29.
T. & C. File No. 21029.

Vote.—Halifax and Sherbrooke, Steam Service between

1919-20. \$2,000
1920-21. No subsidy voted.

10 GEORGE V, A. 1920

Contractor.—W. J. Murdoch, of Sherbrooke, N.S.

Date of Contract.—June 16, 1919.

Duration of Contract.—April 1, 1919, to March 31, 1920.

Service.—Weekly.

Ports of Call.—Halifax, Port Dufferin, Moser River, Ecum Secum, Marie Joseph, Liscomb, Sonora and Sherbrooke. Calls at any of these ports may be omitted when ice conditions prevent their being made.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$2,000 per annum; payable quarterly.

Mails.—To be carried free.

DISTANCES.

	Miles.
Halifax to Port Dufferin.....	63
“ Moser River.....	74
“ Ecum Secum.....	80
“ Marie Joseph.....	85
“ Liscomb.....	94
“ Sonora.....	103
“ Sherbrooke.....	110

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.		N. H. P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.			At	In	Of
	Ft.	Ft.	Ft.							Knots			
Dufferin.....	108	25	8.6	99	210	.....	35	15	42	9	Shelburne, N.S.	1905	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	BagsMail.	Subsidy paid
1913.....	9	2,836	1,500	Nil.	Nil.	\$ cts. 1,000 00
1914.....	45	2,899	3,005	Nil.	Nil.	2,000 00
1915.....	45	2,917	5,350	35	Nil.	2,000 00
1916.....	43	3,092	4,370	42	Nil.	2,000 00
1917.....	45	2,877	4,500	35	Nil.	2,000 00
1918.....	43	2,557	4,850	30	Nil.	2,000 00
1919.....	45	In Out	1,813 1,585	2,350 2,700	20 12	Nil. Nil.
		Total	3,398	5,050	32	Nil. 2,000 00

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MULGRAVE AND CANSO.

HUGH CANN & SON.

Contract No. 53.
T. & C. File 23389.

Vote 179.—*Mulgrave and Canso, steam service between—*

1919-20..	\$9,500
1920-21..	\$9,500

Contractors.—Hugh Cann & Son, Ltd., of Yarmouth, N.S.

Date of Contract.—April 23, 1919.

Duration of Contract.—April 1, 1919, to March 31, 1920.

Service.—Daily (Sundays excepted).

Ports of Call.—Port Mulgrave and Canso, N.S.

Withdrawal for Repairs.—The steamer *R. G. Cann* may be withdrawn for repairs for one month in each year. During such withdrawal the service shall be performed by such steamer other than the *Malcolm Cann* or the *Percy Cann* as may be approved by the Minister.

Wind and Ice.—In the event of any trip or trips being missed on account of wind, fog, snow or ice upon satisfactory evidence being submitted to the Minister, he may direct that no deduction be made from the subsidy otherwise payable for the trip so missed.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$9,500 per annum, payable in quarterly instalments in July, October, and January, and upon the completion of the service.

(a) One-quarter of the subsidy otherwise payable shall be deducted when the contractors fail to make connections with the Intercolonial Railway at Mulgrave for both eastbound and westbound traffic in summer, and westbound traffic in winter, in sufficient time to permit of the transfer of passengers, mails and express shipments; but such penalty shall not be inflicted when the contractors are able to satisfy the Minister that the connection has been missed owing to wind, fog, snow or ice.

(b) \$500 of the subsidy shall be deducted should the contractors not place on the said route a substitute steamer other than the *Malcolm Cann* when the *Robert G. Cann* is taken off the said route for repairs as hereinbefore stipulated.

Mails.—To be carried free.

Distance.—Canso to Mulgrave, 24 miles.

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation	N. H. P.	Speed, knots.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
Robert G. Cann	Ft. 119	Ft. 24.6	Ft. 9.4	111	265	Not stated	100	42	11	Shelburne, N.S.	1911	Wood

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TRAFFIC RETURNS.

Calendar Year.	Number of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Number of Live Stock Carried.	Bags Mail.	Subsidy paid.
1907.....	*280	2,535	2,665	Not stated	Not stated	\$ cts. 2,000 00
1908.....	286	2,849	2,332	Nil.	777	4,000 00
1909.....	278	2,794	2,639	Nil.	1,905	4,000 00
1910.....	282	3,148	3,095	Nil.	2,128	4,000 00
1911.....	334	3,370	4,647	Nil.	1,839	4,256 41
1912.....	302½	3,529	3,281	Nil.	2,792	6,000 00
1913.....	302	3,577	4,009	Nil.	3,282	6,250 00
1914.....	296½	3,795	3,356	13	3,724	6,500 00
1915.....	307	5,303	3,963	12	4,036	6,500 00
1916.....	305	4,897	4,295	Nil.	2,852	6,500 00
1917.....	306	4,580	6,873	609	2,407	6,500 00
1918.....	295	4,251	5,232	Nil.	3,777	6,500 00
1919.....	294	In Out	2,405 2,262	Nil. Nil.	4,300	8,550 00
		Total	4,820	4,266	Nil.	

*Estimated.

MULGRAVE AND GUYSBOROUGH.

THE ELAINE STEAMSHIP Co., LTD.

Contract No. 54.

T. & C. File No. 23392.

Vote 180.—Mulgrave and Guysborough, calling at intermediate ports, steam service between—

1919-20..	\$7,500
1920-21..	\$7,500

Contractors.—The Elaine Steamship Co., Ltd., of Halifax, N.S.

Date of Contract.—May 6, 1919.

Duration of Contract.—April 1, 1919, to March 31, 1920.

Service.—Daily (except Sundays).

Ports of Call.—Port Mulgrave and Guysborough, calling at Queensport every trip from Guysborough to Mulgrave and three times each week on return trips to Guysborough on those days on which the steamer is not required to proceed to Boylston. Trips to Boylston shall be made three times each week, during the season of open navigation.

Repairs.—The steamer may be withdrawn one month during each year for repairs, etc. During such withdrawal the service shall be performed by such steamer as may be approved by the Minister.

Wind, Fog, Snow or Ice.—If any trip be missed on account of wind, fog, snow or ice, no deduction may be made from the subsidy otherwise payable for the trip so missed.

Subsidy.—\$7,500 per annum, payable quarterly, in July, October, January and April.

(a) One-quarter of the subsidy otherwise payable shall be deducted when the contractors fail to make connections with the Intercolonial Railway at Mulgrave for both

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eastbound and westbound traffic in the summer season and westbound traffic in the winter season in sufficient time to permit of the transfer of passengers, mails and express shipments, unless the connection has been missed owing to wind, fog, snow or ice.

Mails.—To be carried free.

DISTANCES.

	Miles.
Guysborough to Mulgrave (via Queensport)	29½
Mulgrave to Guysborough (direct)	25
Guysborough to Boylston	5

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation	N. H. P.	Speed, Knots.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Elaine	112·7	23·8	7·8	156	272	.....	35	31	12	—	1888	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy paid.
						\$ cts.
1907	270	3,202	783	Not stated.	Not stated.	2,500 00
1908	265	3,099	1,576	32	581	5,000 00
1909	279	3,129	1,166	Nil.	980	4,000 00
1910	324	3,509	1,449	Nil.	981	5,000 00
1911	292	4,081	1,379	Nil.	1,145	5,403 84
1912	308½	4,165	1,211	Nil.	1,425	6,000 00
1913	294½	4,068	2,092	Nil.	2,215	5,110 58
1914	297½	3,812	1,815	Nil.	3,052	5,500 00
1915	308	4,037	1,679	Nil.	3,440	5,500 00
1916	264	3,670	1,600	Nil.	2,722	5,041 66
1917	294	3,504	2,803	Nil.	2,248	5,500 00
1918	271	3,230	2,784	Nil.	3,161	5,500 00
1919	252	In 1,261 Out 1,323	1,300 653	1 Nil.	1,311 1,311	
		Total 2,584	1,953	1	2,622	6,219 62

NEWCASTLE, NEGUAC AND ESCUMINAC, MIRAMICHI RIVER AND MIRAMICHI BAY.

MIRAMICHI STEAM NAVIGATION COMPANY, LTD.

Contract No. 49.
T. & C. File 23223.

Vote 181.—Newcastle, Neguac and Escuminac, calling at all intermediate points on the Miramichi River and Miramichi Bay, steam service between—

1919-20	\$3,000
1920-21	3,000

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Contractors.—The Miramichi Steam Navigation Company, Ltd., of Chatham, N.B.

Date of Contract.—March 25, 1919.

Duration of Contract.—From the opening to the close of navigation in 1919.

Service and Ports of Call.—On Mondays, Wednesdays and Fridays: From Newcastle, to and calling both ways at Chatham, Lower Newcastle, Loggieville, Oak Point, Church Point, Escuminac, Neguac and Mills Point Wharf.

On Tuesdays, Thursdays and Saturdays: From Newcastle, to and calling both ways at Chatham, Lower Newcastle, Loggieville, Oak Point, Baie-du-Vin, Church Point and Neguac.

The calls at Lower Newcastle and Mills Point Wharf are conditional upon the completion of the wharves at the respective points.

Government wharves.—Steamer must call whenever possible.

Subsidy.—\$3,000, payable in two equal instalments, on September 1 and on the completion of the contract.

Mails.—To be carried free.

DISTANCES.

	Miles.
Newcastle to Chatham..	5
Chatham to Loggieville..	5
Loggieville to Oak Point..	7
Oak Point to Burnt Church..	9
Burnt Church to Bay du vin..	10
Bay du Vin to Escuminac..	13
Escuminac to Neguac	17
Total..	66

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.	N. H. P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Alexandra.....	97	24.5	9	136	200	50	400	38	10	Chatham	1902	Wood.

TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	Number of passengers Carried.	Tons of Freight Carried.	Live Stock.	Sacks of Mail.	Subsidy Paid.
1907.....	170	2,000	1,500	Not given.	Not given	\$ 1,500 00
1908.....	170	7,500	1,300	14	625	1,500 00
1909.....	162	7,050	1,475	34	702	2,000 00
1910.....	174	8,396	1,510	29	574	2,000 00
1911.....	166	7,004	1,445	45	493	2,500 00
1912.....	175	7,314	1,764	23	552	2,500 00
1913.....	189	8,228	1,960	56	557	2,500 00
1914.....	160	7,756	1,921	32	510	2,262 00
1915.....	186	7,762	2,404	37	594	2,500 00
1916.....	180	8,478	2,414	44	560	2,500 00
1917.....	172	7,848	2,275	36	544	2,500 00
1918.....	177	7,070	2,426	40	560	2,500 00
1919.....	165	In 4,139	476	14	311	
		Out 4,139	2,082	10	197	3,000 00
Total.....		8,278	2,558	24	508	

PELEE ISLAND AND THE MAINLAND.

THE WINDSOR AND PELEE ISLAND STEAMSHIP CO., LTD.

Contract No. 52.

T. & C. File 23026.

Vote 182.—*Pelee Island and the Mainland, steam service between—*

1919-20..	\$8,000
1920-21..	8,000

Contractors.—The Windsor and Pelee Island Steamship Co., Ltd., Scudder P.O., Pelee Island, Ont.

Date of contract.—March 21, 1919.

Duration of Contract.—From the opening of navigation in 1919 to March 31, 1920.

Service and Ports of Call.—Six round trips each week, weather permitting, between Pelee Island and the mainland, calling five times each week at Kingsville and Leamington, Ont., and once each week at Windsor and Amherstburg, Ont., until October 1; and thereafter five round trips each week until close of navigation.

Tariff Rates.—Passenger rate for the return trip between Pelee Island and Kingsville or Leamington or vice versa, \$1; and for the return trip between Pelee Island and Windsor or vice versa, \$1.50.

Freight rates are to be same as those contained in a schedule attached to the contract.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$8,000, payable in equal instalments on the last days of June, September, December and March.

Mails.—Are to be carried during open navigation between the post offices of Pelee Island, Pelee Island South and Scudder, and such post offices on the mainland as may be designated by the Postmaster General.

DISTANCES.

	Miles.
Kingsville to Leamington..	8
Leamington to Pelee Island..	16
Pelee Island to Windsor..	53
Total..	<u>77</u>

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DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.	N. H. P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
Pelee.....	Ft. 145	Ft. 24	Ft. 13	242	537	.....	389	58	Knots 13	Colling-wood...	1914	Steel

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Passengers. — Number.	Freight. — Tons.	Lumber. — Feet.	Live Stock.	Mails.		Subsidy Paid.
						Bags.	Sacks.	
1907*.....		2,671	2,730	Nil.	Nil.	Not stated.	Not stated.	\$ 1,500
1908*, Jan. 1 to June 30.....		624	5,540	Nil.	150	150	117	375
1909.....		2,015	358	Nil.	555	348	24	4,000
1910.....	180	5,602	2,718	†222,000	1,231	1,016	215	4,000
1911.....	211	4,360	1,244	279,000	732	1,220	383	5,000
1912.....	184	5,300	3,667	Nil.	447	977	392	5,000
1913.....	185	6,167	4,007	147,000	660	1,431	708	5,000
1914.....	187	3,672	3,469	169,000	571	562	455	7,000
1915.....	241	3,825	3,580	174,000	1,010	765	726	8,000
1916.....	236	3,987	2,700	98,000	1,065	732	644	8,000
1917.....	231	3,761	2,696	89,000	1,101	872	583	8,000
1918.....	205	4,546	1,867	167,000	561	500	676	8,000
1919.....	218	In 2,771 Out 2,891	845 1,912	154,000	31	331	946	
Total.....		5,662	2,757	154,000	913	662	972	8,000

†and 154,000 shingles.

*Service performed by T. J. Stockwell, Leamington, Ont. During the latter part of 1908 the Chatham Navigation Co. performed this service. From 1909 to 1913, inclusive, the contractors were the Pelee and Lake Erie Navigation Co., of Seudder, Ont.

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SCHEDULE OF FREIGHT RATES.

	Kingsville and Leamington.	Windsor.
	\$ cts.	\$ cts.
Grain and potatoes, per cwt., car lots.....	0 10	0 12
“ “ less than carload.....	0 12	0 15
Fruit in baskets, per cwt.....	0 30	0 30
Wine, per bbl.....	0 75	0 75
Oil, per bbl.....	0 85	0 85
Salt and flour, per bbl.....	0 35	0 35
Minimum charge on one parcel.....	0 25	0 25
Any one animal, horse or cattle up to five, each.....	2 50	2 50
Any additional animal over five.....	2 25	2 25
Hogs and sheep up to ten, each.....	0 75	0 75
Hogs and sheep over ten, each.....	0 65	0 65
Groceries and hardware, per cwt.....	0 25	0 25
Lumber, per M ft. up to 5 M ft.....	3 50	3 50
Over 5 M ft.....	3 00	3 00
Shingles per M.....	0 40	0 40
Laths, per M.....	0 50	0 50
Gristing, per bag, return.....	0 20	0 20
Tobacco, per cwt.....	0 40	0 40
Buggies, set up, each.....	1 75	1 75
Buggies, crated, each.....	2 50	2 50
Coal, per ton.....	2 00	2 00
Coal, per ton, in carload lots.....	1 50	1 50
Farm machinery, per cwt.....	0 45	0 45
Flour, per barrel.....	0 40	0 40
Lubricating oils, per barrel.....	0 85	0 85
Linseed oils, “.....	0 85	0 85
Turpentine “.....	0 75	0 75
3 inch Tile, per 100.....	0 60	0 60
4 “ “.....	0 80	0 80
5 “ “.....	1 00	1 00
6 “ “.....	1 20	1 20
8 “ “.....	1 60	1 60
10 “ “.....	2 00	2 00
12 “ “.....	2 40	2 40
Fish per cwt.....	0 35	0 35
Automobiles, one way, including driver.....	3 00	3 00
Automobiles, return, including driver.....	5 00	5 00
Brick, per M.....	6 00	6 00
Lime, per barrel.....	0 50	0 50
Cement, per barrel.....	0 55	0 55
Cement, carloads.....	0 50	0 50
Beer, per case.....	0 35	0 35
Pop, per case.....	0 25	0 25
Eggs, per crate.....	0 25	0 25
Hay and straw, per ton.....	2 50	2 50
Wool, per cwt.....	0 40	0 40
Hides, per cwt.....	0 45	0 45
Fence posts, each.....	0 05	0 05
Wagon, empty.....	2 50	2 50
Stone, per ton.....	1 50	1 50
Hardwall plaster, per cwt.....	0 25	0 25
Scrap iron, per cwt.....	0 25	0 25
Cauliflower, per cwt.....	0 14	0 14
Pianos, each.....	5 00	5 00
Organs, each.....	3 00	3 00
Onions, in carloads.....	0 10	0 12
Onions, less than carloads.....	0 12	0 15
Poultry, in crates, per cwt.....	0 75	0 75
Poultry, not crated, per cwt.....	1 00	1 00

PASSENGER FARES.

Between Pelee Island and Leamington and Kingsville—return.....	\$1 00
“ “ “ “ Amherstburg—single.....	1 25
“ “ “ “ Windsor—single.....	1 50

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PETIT DE GRAT AND INTERCOLONIAL RAILWAY TERMINUS AT
MULGRAVE.

WILLIAM G. LESLIE.

Contract No. 20.

T. & C. File No. 23279.

Vote 183.—Petit de Grat and Intercolonial Railway Terminus at Mulgrave, steam service between—

1919-20..	\$7,000
1920-21..	7,000

Contractor.—William G. Leslie, of Grindstone, Magdalen Islands, and Halifax, N.S.

Date of Contract.—April 7, 1919.

Duration of Contract.—April 1, 1919, to March 31, 1920.

Service and Ports of Call.—One full trip each way daily (Sundays excepted) between Petit de Grat and Mulgrave, calling on all trips both going and coming at Arichat and West Arichat.

Wind and Ice.—In the event of any trip or trips being missed on account of wind or drifting ice, no deduction may be made from the subsidy otherwise payable for the trips so missed.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$7,000, payable quarterly in July, October, January and April.

Repairs.—The steamer may be laid off during the month of August, 1919, for repairs, inspection, cleaning, painting, etc., and may also be laid off during the month of February, 1920, at the contractor's option.

Mails.—To be carried free.

DISTANCES.

	Miles.
Petit de Grat to Arichat..	8
Arichat to West Arichat..	7
West Arichat to Mulgrave..	18
Total..	<u>33</u>

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.	N.H.P.	Speed—Knots.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
Magdalen.....	Ft. 93.6	Ft. 21.6	Ft. 8.8	91	134	150	18	28	10	Shelburne, N.S.	1906	Wood 1884

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TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails, Sacks.	Subsidy Paid.
1907.....	233	1,972	852	Not stated.	Not stated.	\$ cts. 3,000 00
1908.....	275	1,950	800	Nil.	Nil.	3,000 00
1909.....	253	1,989	874	5	570	3,000 00
1910.....	305	1,978	726	Nil.	1,698	3,000 00
1911.....	264	2,167	952	Nil.	1,533	3,257 71
*Jan. 1 to May 4, 1912.....	96½	747	285	121	236	472 22
May 13 to Dec. 31, 1912.....	190½	2,361	673	Nil.	1,401	3,149 04
1913.....	281½	3,160	1,070	2	2,672	5,588 60
1914.....	276½	2,569	835	Nil.	3,354	6,750 00
1915.....	275½	2,140	832	Nil.	2,944	7,000 00
1916.....	241	2,392	1,009	Nil.	2,435	6,125 00
1917.....	217½	1,535	1,106	Nil.	2,235	5,512 43
1918.....	265	1,969	1,541	Nil.	3,075	7,000 00
1919.....	242½	In 1,027 Out 1,031	830 1,221	1 1	1,347 2,156	6,107 58
Total.....		2,108	2,051	2	3,503	

*From 1907 to May 4, 1912, the service was performed by Messrs. Hugh Cann & Son, of Yarmouth, N.S.

PICTOU AND MONTAGUE.

WILLIAM McLURE.

Contract No. 19.
T. & C. File No. 23508.

Vote 184.—*Pictou and Montague, calling at Murray Harbour and Georgetown, steam service between—*

1919-20..	\$6,000
1920-21..	6,000

Contractor.—William McLure, of Pictou, N.S.

Date of Contract.—May 7, 1919.

Duration of Contract.—From the opening to the close of navigation in 1919.

Service and Ports of Call.—Two round trips each week, sailing from Montague, calling at Georgetown and Murray Harbour, P.E.I., and Pictou, N.S., returning to Murray Harbour, Georgetown and Montague, and making one call each week at Cardigan.

Subsidy.—\$6,000 for the season, payable in three instalments.

Mails.—To be carried free.

Government Wharves.—Steamer must call whenever possible.

DISTANCES.

	Miles.
Montague to Georgetown..	6
Georgetown to Murray Harbour..	30
Murray Harbour to Pictou..	35
Total..	71

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DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.	N.H.P.	Speed, knots.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Harland.....	113	27	6.7	217	352	50	286	33	10	Shelburne, N.S.	1908	Wood

TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Number of Live Stock Carried.	BagsMail.	Subsidy Paid.	
1907.....	76	1,320	2,464	Not stated.	Not stated.	\$2,400 00	
1908.....	98	1,366	3,376	137	313	6,000 00	
1909.....	101	1,533	3,410	826	290	6,000 00	
1910.....	106	1,525	3,416	634	817	6,000 00	
1911.....	96	1,709	3,755	362	263	6,000 00	
1912.....	98	1,739	5,634	409	303	6,000 00	
1913.....	111	2,132	4,785	242	457	6,000 00	
1914.....	97	1,885	5,126	423	417	6,000 00	
1915.....	96	1,926	4,892	230	393	6,000 00	
1916.....	85	1,455	5,468	88	124	5,684 21	
1917.....	84	1,562	5,956	72	15	6,000 00	
1918.....	43	1,497	1,040	62	Nil.	3,580 00	
1919.....	61	In Out	700 844	573 1,317	100 7	Nil. Nil.	6,000 00
		Total	1,544	1,890	107	Nil.	

PICTOU, NEW GLASGOW AND MULGRAVE.

J. W. SMITH.

Contract No. 75.

T. & C. File No. 23936.

Vote.—Pictou and New Glasgow, Antigonish County Ports and Mulgrave, schooner service between—

1919-20. \$1,500
 1920-21. No subsidy voted.

Contractor.—James Wilson Smith, of Pictou, N.S.

Date of Contract.—June 27, 1919.

Duration of Contract.—From the opening to the close of navigation (November 1), 1919.

Service and Ports of Call.—One round trip each week from Pictou, calling at New Glasgow, Lismore, McAra's Brook, Arisaig, Malignant Cove, Georgeville, Liv-

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Livingstone Cove, Ballantyne Cove, Morristown Wharf, Bayfield, Tracadie and Havre au Boucher. The call at Tracadie is contingent upon there being sufficient depth of water at the wharf there.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$1,500, of which \$750 is payable on August 1, and the balance upon the completion of the service.

Mails.—To be carried free.

DISTANCES.

	Miles.
New Glasgow to Pictou	9
Pictou to Lismore	17
Lismore to McAra's Brook	3
McAra's Brook to Arisaig	3
Arisaig to Malignant Cove	4
Malignant Cove to Georgeville	4
Georgeville to Livingstone Cove	4
Livingstone Cove to Ballantyne Cove	6
Ballantyne Cove to Morristown	7
Total	57

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.	N.H.P.	Speed, Knots.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Feet.	Feet.	Feet.									
Ryse	47·3	12·8	6	20	20	28	Nil.	30	8	Shippegan Rebuilt Souris . .	1889 1944	Wood

This vessel is a schooner, fitted with an auxiliary gasolene engine.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1913	42	23	472	Nil.	Nil.	\$ 500
1914	24	Nil.	540	Nil.	Nil.	1,000
1915	26	Nil.	660	Nil.	Nil.	1,000
1916	26	Nil.	253	Nil.	Nil.	1,000
1917	26	Nil.	565	Nil.	Nil.	1,000
1918	No service was performed.					
1919	20	In Nil. Out Nil.	80 210	Nil. Nil.	Nil. Nil.	1,500
		Total Nil.	290	Nil.	Nil.	

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PICTOU, MULGRAVE AND CHETICAMP.

Contract No. 16.

RODERICK McDOUGALL.

T. & C. File No. 23579.

Vote 185.—Pictou, Mulgrave and Cheticamp, steam service between—

1919-20..	\$7,500
1920-21..	7,500

Contractor.—Roderick McDougall, of Port Hood, N.S.*Date of Contract.*—May 19, 1919.*Duration of Contract.*—From the opening to the close of navigation, 1919.

Service and Ports of Call.—(a) Four round trips during the season between Pictou and Mulgrave, calling both ways at Arisaig, Georgeville, Cape George, Morristown, Malignant Cove, Livingstone Cove, Ballantyne Cove and Cribbin's Point, making two trips in the spring, one in September and one in November.

(b) Two round trips each week between Mulgrave and Cheticamp, calling both ways at Port Hastings, Port Hawkesbury, Port Hood, Port Hood Island, Margaree Harbour, Grand Etang, and Eastern Harbour, making 50 round trips during the season; and calling once each week at Pleasant Bay, and whenever passengers or freight are offered and whenever required by the Minister at Henry Island, Mabou Mouth, Inverness, Red Cape and Port Bain, as well as at such other port or ports, place or places *en route* as the Minister may direct.

(c) Eight round trips during the season between Souris and Mulgrave, calling both ways at Arisaig, Georgeville, Cape George, Morristown, Malignant Cove, Livingstone Cove, Ballantyne Cove and Cribbin's Point, of which one trip shall be made in June, two in July, two in August, one in September and two in October, 1918. Permission was given the contractors to substitute Pictou for Souris on each of the eight trips referred to.

Regular semi-weekly connections are to be maintained with the Canadian National Railways at Mulgrave, and the Plant Line steamers at Hawkesbury.

Subsidy.—\$7,500 payable in equal instalments on the first days of July and October and on the completion of the service.

Mails.—To be carried free.*Government Wharves.*—Steamer must call whenever possible.

DISTANCES.	Miles.
Souris to Arisaig..	88
Pictou to Arisaig..	24
Arisaig to Malignant Cove..	5
Malignant Cove to Georgeville..	5
Georgeville to Livingstone..	4
Livingstone to Ballantyne..	16
Ballantyne to Morristown..	10
Morristown to Mulgrave..	27
Mulgrave to Hawkesbury..	2
Hawkesbury to Hastings..	3
Hastings to Port Hood..	27
Port Hood to Mabou Mouth..	8
Mabou Mouth to Port Bain..	15
Port Bain to Inverness..	5
Inverness to Red Cape..	5
Red Cape to Margaree..	11
Margaree to Grand Etang..	10
Grand Etang to Cheticamp..	10
Cheticamp to Pleasant Bay..	19
Total..	206

SESSIONAL PAPER No. 10a

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimension.			Tonnage.			Passenger Accommodation.	N.H.P.	Speed Knots.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Kinburn.....	114	23.5	10.5	79	168	.....	40	28	10	Mahone Bay, N.S.	1910	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.		Number of Live Stock.	Bags Mail.	Subsidy Paid.
			Weight.	Measurement.			
1907.....	24	181	670	Nil.	Not given.	Not given.	\$ 1,368 00
1908.....	31	282	1,857	776	248	Nil.	2,000 00
1909.....	32	198	1,289	Nil.	678	Nil.	2,000 00
1910.....	36	247	1,361	Nil.	927	Nil.	2,000 00
1911.....	26½	326	1,387	382	Nil.	Nil.	2,096 50
1912.....	86	715	3,609	Nil.	998	Nil.	6,718 75
1913.....	84	904	2,687	Nil.	257	Nil.	7,000 00
1914.....	64	550	535	Nil.	Nil.	Nil.	5,942 70
1915.....	67	315	1,145	Nil.	Nil.	Nil.	5,566 26
1916.....	66	633	1,311	Nil.	Nil.	Nil.	8,106 39
1917.....	66	343	922	545	Nil.	Nil.	7,500 00
1918.....	62	493	3,125	Nil.	Nil.	Nil.	7,500 00
1919.....	65	In 395 Out 429	5,100 3,900	Nil. Nil.	Nil. Nil.	Nil. Nil.	7,500 00
		Total 824	9,000	Nil.	Nil.	Nil.	

Traffic returns shown above from 1907 to 1911 inclusive are for Pictou-Cheticamp service only (123 miles), from Pictou to Port Hood, Mabou, Port Bain, Inverness, Red Cape, Margaree, Big Pond and Cheticamp.

PORT MULGRAVE, ST. PETER'S, IRISH COVE AND MARBLE MOUNTAIN.

RICHMOND STEAMSHIP COMPANY.

Contract No. 26.
T. & C. File 23155.

Vote 186.—Port Mulgrave, St. Peter's, Irish Cove and Marble Mountain, and other ports on the Bras d'Or Lakes, steam service between—

1918-19..	\$6,500
1919-20..	6,500

Contractors.—The Richmond Steamship Company, of Sydney, N.S.

Date of Contract.—March 20, 1919.

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Duration of Contract.—From the opening to the close of navigation, 1919.

Service and Ports of Call.—Two full round trips each week between Port Mulgrave, Poulamond, Grandique, River Bourgeois, St. Peter's, Johnston's Harbour, Irish Cove and Grand Narrows; and four full round trips each week between Grand Narrows and Marble Mountain, two of which each week are to extend to West Bay.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$6,500 per annum, payable in July, October, December and at the close of the service.

Mails.—To be carried free.

DISTANCES.

	Miles.
Grand Narrows to Marble Mountain..	18
“ West Bay..	31
“ Irish Cove..	11
“ Johnston's Harbour..	19
“ St. Peter's..	31
“ Grandique..	44
“ Mulgrave..	65

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			No. of Passengers Carried.	N.H.P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Richmond.....	112.5	18	8.25	105	162	75	100	21	9	Sydney...	1905	Wood

TRAFFIC RETURNS.

Calendar Year.	Number Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock Carried.	Mails.	Subsidy Paid.
1907.....		1,320	650	Not stated.	Not stated.	\$ cts. 6,000 00
1908.....	145	2,100	772	Nil.	Nil.	6,000 00
1909.....	153	2,290	554	Nil.	Nil.	6,000 00
1910.....	156	2,200	425	Nil.	Nil.	6,000 00
1911.....	204	1,970	515	6	Nil.	6,000 00
1912.....	214	2,274	735	28	Nil.	6,000 00
1913.....	224	2,180	674	35	Nil.	5,920 50
1914.....	197	1,250	475	10	Nil.	6,500 00
1915.....	208½	1,360	467	15	Nil.	6,500 00
1916.....	233	1,390	483	23	Nil.	6,500 00
1917.....	214	1,680	585	18	Nil.	6,500 00
1918.....	212	1,580	700	35	Nil.	8,500 00
1919.....	152	In..... 545 Out..... 425	245 185	Nil. 6	Nil. Nil.	5,979 96
		Total... 970	430	6	Nil.	

SESSIONAL PAPER No. 10a

QUEBEC, MONTREAL AND THE NORTH AND SOUTH SHORES OF THE GULF OF ST. LAWRENCE AND PRINCE EDWARD ISLAND, NOVA SCOTIA AND THE MAGDALEN ISLANDS.

THE GULF OF ST. LAWRENCE SHIPPING AND TRADING CO.

Contract No. 76.
T. & C. File No. 22074.

Vote 187.—Quebec, Montreal and ports on the North and South Shores of the Gulf of St. Lawrence, steam service between; including steam service between Quebec, Natashquan and Harrington, steam service between Montreal and Paspébiac, and steam service between Pictou, Souris and the Magdalen Islands—

1919-20..	\$70,000
1920-21..	70,000

Contractors.—The Gulf of St. Lawrence Shipping and Trading Company, Ltd., of Quebec, Que.

Date of Contract.—November 20, 1918. (Authorized by Order in Council of October 2, 1918.) Amended by Supplementary Contract dated June 25, 1919.

Duration of Contract.—From the opening of navigation, 1919, to the close of navigation, 1923.

Service and Ports of Call.—(1) Montreal and Paspébiac service.

Two round trips each month from Montreal to Paspébiac, calling both ways at Cap Chat, Ste. Anne des Monts, Mont Louis, Grande Vallée Chlorydomes, Fox River, Griffin Cove, Anse à Louise, Grande Greve, Douglastown, Gaspé Basin, Mal Bay, Perce, Cape Cove, Grande Rivière, Chandler, Newport and Port Daniel; and calling once each round voyage, either on the up or down trip, at Mechins, Marsouins, Martin River, Claude River, St. Antoine, Magdalen, Petite Vallée, Pointe Fregate, St. Yvon (Point Seche), Grand Etang, Anse à Valeau and Pointe Jaune.

(2) Quebec and North Shore service.

(a) Two round trips each month from Quebec to Harrington, calling each way at Godbout, Trinity Bay, Egg Island, Pentecost, Seven Islands, Clarke City, Rivière aux Graines, Sheldrake, Thunder River, Magpie, St. John River, Long Point, Mingan, Esquimaux Point and Natashquan, and also calling at Piastre Bay, provided that suitable range lights be placed by the Government at this place.

(b) Two round trips each month from Quebec to Natashquan, calling each way at Bersimis, Godbout, Trinity Bay, Egg Island, Pentecost, Seven Islands, Clarke City, Rivière aux Graines, Sheldrake, Thunder River, Magpie, St. John's River, Longue Pointe, Mingan, Esquimaux Point and Piastre Bay, provided that suitable range lights be placed by the Government at the last-named place.

The above-mentioned services are to be run during the season of navigation on the St. Lawrence, in each of the years 1919 to 1923, both included.

(3) Two round trips each week between Pictou, Souris, and Amherst, Grindstone and Pointe Basse in the Magdalen Islands, calling at Grand Entry once each week, and at Etang du Nord once every two weeks, and calling at Bryan Island once each month in June, July, August and September. All the aforesaid service is to be maintained from the opening until the closing of navigation at the Magdalen Islands in each year from 1919 to 1923, both included. In case navigation closes at Pictou before it closes at the Islands, some port in Cape Breton, to be approved by the Minister, shall be substituted for Pictou. Calls at Grand Entry will not be required after the end of September in each year.

Subsidy.—\$70,000 per annum, divided as follows:—

(1) Quebec and South Shore service: \$1,428.57 per round trip for 14 round trips, the total amount to be not more than \$20,000 per annum; provided that during the 1919 season, while the steamer *A. Tremblay* is being employed, the subsidy shall be \$1,000 per round trip.

(2) Quebec and North Shore service: (a) \$1,428.57 per round trip for 14 round trips between Quebec and Harrington, the total amount to be not more than \$20,000 per annum.

(b) \$714.28 per round trip for 14 round trips by the steamer *Guide* between Quebec and Natashquan, the total amount to be not more than \$10,000 per annum.

(3) Magdalen Islands and the mainland service: \$20,000 per annum, payable in equal instalments.

Mails.—To be carried free.

Delays at Wayports.—If, at any port where boats are used for loading and discharging freight, such boats do not come out to the steamer within 30 minutes after the said steamer has anchored, the steamer shall be at liberty, at the captain's discretion, to proceed on her voyage. Notice of arrival must be given by steam whistle or otherwise at the time of anchoring.

DISTANCES.

	Miles.
Montreal and South Shore Service—	
Montreal to Quebec	139
Quebec to Mechins	222
Mechins to Cap Chat	13
Cap Chat to Ste. Anne des Monts	9
Ste. Anne des Monts to Martin River	15
Martin River to Claude River	11
Claude River to Mont Louis	6½
Mont Louis to St. Antoine	7½
St. Antoine to Lit. Madeleine	5
Lit. Madeleine to Cap. Madeleine	4
Cap Madeleine to Grand Valley	6½
Grand Valley to Pte. Vallée	3½
Pte. Vallée to Pte. Fregate	4
Pte. Fregate to Chlorydomes	5½
Chlorydomes to Pte. Sèche	2½
Pte. Sèche to Grand Etang	3
Grand Etang to Anse à Valeau	6½
Anse à Valeau to Pte. Jaune	3
Pte. Jaune to Little Fox River	3
Little Fox River to Fox River	3
Fox River to Griffin Cove	5½
Griffin Cove to L'Anse à Louise	4
L'Anse à Louise to Cap Rosier	2
Cap Rosier to Grand Grève	11
Grand Grève to Douglastown	5
Douglastown to Gaspé Basin	8½
Gaspé Basin to Mal Bay	28
Mal Bay to Percé	6
Percé to Cape Cove	8
Cape Cove to Grande Rivière	9
Grande Rivière to Chandler	5
Chandler to Newport	7
Newport to Port Daniel	11
Port Daniel to Paspébiac	19
Total	591½
Quebec and North Shore Service—	
Quebec to Godbout	224
Godbout to Pt. des Monts	8½
Pt. des Monts to Trinity Bay	6
Trinity Bay to Egg Island	12½
Egg Island to Pentecost	12
Pentecost to Shelter Bay	17

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DISTANCES.—Continued.

	Miles.
Quebec and North Shore Service.—Con.	
Shelter Bay to Clarke City	13
Clarke City to Seven Islands	8½
Seven Islands to Moisie	18
Moisie to Rivière aux Graines	35
Rivière aux Graines to Sheldrake	12
Sheldrake to Thunder River	5
Thunder River to Magpie	18½
Magpie to St. John's River	6
St. John's River to Long Point	8½
Long Point to Mingan	5
Mingan to Esquimaux Point	17
Esquimaux Point to Natashquan	77½
Natashquan to Harrington	122½
Total	626½
Mainland and Magdalen Islands Service—	
Pictou to Souris	50
Souris to Etang du Nord	76
Etang du Nord to Amherst	33
Amherst to Grindstone	9
Grindstone to Pointe Basse	4
Pointe Basse to Grand Entry	15
Total	187
Etang du Nord to Bryan Island	50

DESCRIPTION OF VESSELS EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.	N. H. P.	Speed, Knots.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									

SOUTH SHORE SERVICE.

A. Tremblay....	111	28	10	147	244	400	30	24	7	Mahone.....	1916	Wood
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(The A. Tremblay was temporarily employed during 1919. Commencing on the opening of navigation in 1920, however, the contractors must put on a larger, better and more suitable boat.)

NORTH SHORE SERVICE.

Labrador.....	125	23.9	13.6	174	316	483	30	.....	10	Lauzon.....	1918	Steel.
Guide.....	114	21.6	12.9	82	153	110	20	24	8	Dumbarton.....	1892	Steel.

MAGDALEN ISLANDS SERVICE.

Lady Evelyn...	189	26.1	9.5	192	321	75	150	12	Birkenhead.....	1901	Steel.
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10 GEORGE V, A. 1920

TRAFFIC RETURNS.

SOUTH SHORE SERVICE.

Calendar Year.	No. of Round Trips run.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mail.	Subsidy Paid.
						\$ cts.
1907.....	15	2,275	2,200	Nil.	Nil.	8,500 00
1908.....	15	2,225	2,295	Nil.	Nil.	8,500 00
1909.....	15	1,806	2,359	Nil.	Nil.	8,500 00
1910.....	15	1,631	2,525	Nil.	Nil.	8,500 00
1911.....	15	1,891	2,070	Nil.	Nil.	8,500 00
1912.....	15	2,605	2,060	Nil.	Nil.	8,500 00
1913 (a) (Bouchard Bros. service).....	13	1,510	1,378	Nil.	Nil.	7,366 67
1913 (b) (These two trips were made by the Gaspesien, of the Gaspé and Baie des Chaleurs Line).	2	228	2,975	Nil.	Nil.	1,133 33
1914.....	15	1,523	3,275	Nil.	Nil.	8,500 00
1915.....	15	1,233	3,562	Nil.	Nil.	8,500 00
1916.....	31	1,224	3,921	Nil.	Nil.	8,500 00
1917.....	9	373	641	Nil.	Nil.	5,100 00
1918.....	13	166	1,646	Nil.	Nil.	8,500 00
1919.....	14	In..... 108 Out..... 102	909 2,199	Nil. Nil.	Nil. Nil.	14,000 00
		Total... 210	3,108	Nil.	Nil.	

From 1907 to 1913 the service was performed by Bouchard Bros., Quebec over part of the route covered by the present contract, between the ports of Quebec and Gaspé Basin.

The *Lady of Gaspé* was wrecked on October 13, 1915, after performing twelve trips. The remaining three trips were run by the *Percesien*, of the Gaspé and Baie des Chaleurs Steamship Company, who received \$1,700 for the service.

The steamers *Percesien* and *Gaspesien* were sold by the contractors towards the end of October, 1917.

During 1918 the service was performed by Ulric Tremblay, of Quebec, Que.

Previous to 1919 the service contracted for was from Quebec to Gaspé Basin; in 1919 it was from Montreal to Paspébiac.

NORTH SHORE SERVICE.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Lock Bags.	Tied Sacks.	Subsidy Paid
							\$ cts.
1907.....	32	2,508	24,000	Not stated.	Not stated.		20,000 00
1908.....	35	2,695	10,180	22	1,692	1,448	20,000 00
1909.....	35	2,359	4,970	110	1,589	913	20,000 00
1910.....	30	2,996	8,600	179	1,389	1,138	20,000 00
1911.....	19	1,803	3,660	98	670	856	13,666 65
1912.....	23	2,330	6,312	130	1,104	1,144	12,214 28
1913.....	13	2,033	4,159	172	612	468	13,812 50
1914.....	28½	2,285	9,339	Nil.	1,946	Nil.	25,983 35
1915.....	32	3,081	4,669	Nil.	2,737	Nil.	28,000 00
1916.....	32	4,013	3,383	Nil.	2,247	Nil.	28,000 00
1917.....	14	1,114	1,711	Nil.	2,146	Nil.	23,666 60
1918.....	25	773	3,836	47	3,622	49	28,000 00
1919.....	30	In..... 576 Out..... 639	696 2,831	54 13	816 3,307	24 11	30,000 00
		Total... 1,215	3,527	67	4,123	35	

From 1908 to 1913 inclusive the service was performed by Holliday Bros., of Quebec; from 1914 to 1916 inclusive by the Canada Steamship Lines, Ltd.; in 1917 by the Gaspé and Baie des Chaleurs S.S. Co., Ltd.; and in 1918 by G. F. Gibsone and J. E. Bernier.

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MAGDALEN ISLANDS SERVICE.

Calendar Year.	No. of Round Trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.		Subsidy Paid.
					Lock Bags.	Tied Sacks.	
1907.....	58	880	5,900	Not given.	Not given.		\$ cts. 15,000 00
1908.....	61	1,357	4,472	18	2,952	Nil.	15,000 00
1909.....	62	1,168	1,419	944	3,027	169	12,000 00
1910.....	70	1,394	6,048	1,109	2,932	340	15,000 00
1911.....	61	1,416	6,173	1,269	2,551	308	15,000 00
1912.....	64	1,109	7,433	508	2,875	880	14,807 70
1913.....	68	642	6,905	727	3,509	482	15,000 00
1914.....	61	1,380	4,802	811	2,788	921	18,000 00
1915.....	60	633	8,462	174	2,505	1,297	17,769 23
1916.....	52	1,714	6,591	26	2,267	1,239	14,000 00
1917.....	54	1,913	8,860	69	2,966	505	17,769 23
1918.....	43	1,379	4,932	130	3,083	1,393	18,000 00
1919.....	53	In..... 831	2,100	20	1,093	922	
		Out..... 820	7,400	99	1,404	547	18,000 00
		Total...1,651	9,500	119	2,497	1,469	

From 1909 to 1915 inclusive this service was performed by Wm. McLure, of Pictou, N.S.; in 1916 and 1917 by the Magdalen Islands SS. Co., Ltd.; and in 1918 by J. A. Farquhar & Co., Ltd., of Halifax.

ST. JOHN AND ST. ANDREWS, N.B.

MARITIME STEAMSHIP COMPANY, LTD.

Contract No. 41.

T. & C. File No. 23229.

Vote 188.—*St. John, N.B., and St. Andrews, N.B., calling at intermediate points, steam service between—*

1919-20..	\$4,000
1920-21..	4,000

Contractors.—The Maritime Steamship Company, Ltd., of Black's Harbour, N.B.

Date of Contract.—March 24, 1919.

Duration of Contract.—April 1, 1919, to March 31, 1920.

Service and Ports of Call.—A regular service between St. John and St. Andrews, calling at Dipper Harbour, Black's Harbour, Back Bay, Letete, Deer Island, and St. George.

One round trip per week is to be run throughout the year, as follows:—

(a) Leave St. John for St. Andrews on Saturday mornings, calling at Dipper Harbour, Beaver Harbour, Black's Harbour, Back Bay or Letete, Deer Island and Red Store or St. George.

(b) Returning leave St. Andrews for St. John on Tuesday mornings, calling at Letete or Back Bay, Black's Harbour, Beaver Harbour and Dipper Harbour.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$4,000 per annum, payable as follows: On October 1, \$2,000 and on the completion of the service, \$2,000.

Mails.—To be carried free.

10 GEORGE V, A. 1920

DISTANCES.

	Miles.
St. John to Dipper Harbour.....	19
“ Beaver Harbour.....	36
“ Black's Harbour.....	42
“ Lord's Cove.....	50
“ Back Bay.....	55
“ Letete.....	58
“ St. George.....	68
“ St. Andrew's.....	80

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.	N. H. P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.					Knots				
Connors Bros...	97	21·6	9	49	133	150	197	30	8	Shelburne, N.S.	1904	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.		Subsidy Paid.
					Lock Bags.	Tied Sacks.	
							\$ cts.
May 1 to Dec. 31, 1909...	26	873	2,762	Nil.	Nil.	Nil.	500 00
1910.....	48	1,040	4,733	Nil.	Nil.	Nil.	2,500 00
1911.....	49	1,058	5,005	Nil.	196	Nil.	3,384 62
1912.....	48	1,095	4,825	Nil.	192	Nil.	3,769 23
1913.....	47	1,091	4,656	Nil.	188	Nil.	4,000 00
1914.....	48	1,121	5,436	Nil.	200	Nil.	4,000 00
1915.....	50	1,276	5,884	Nil.	200	6	4,000 00
1916.....	52	1,275	6,846	Nil.	208	12	4,000 00
1917.....	52	1,289	5,719	Nil.	184	22	4,000 00
1918.....	52	1,280	7,039	Nil.	498	12	4,000 00
1919.....	48	In.... 730 Out... 900	4,292 4,577	Nil. Nil.	187 231	..... 12	..... 4,000 00
		Total. 1,630	9,169	Nil.	418	12	

ST. JOHN AND BRIDGETOWN.

BRIDGETOWN STEAMSHIP COMPANY.

Contract No. 72.

T. & C. File No. 22977.

Vote 189.—St. John and Bridgetown, Steam Service between—

1919-20.....	\$2,500
1920-21.....	2,000

*Contractors.—The Bridgetown Steamship Company, Ltd., of Bridgetown, N.S.**Date of Contract.—June 24, 1919.**Duration of Contract.—From the opening to the close of navigation in 1919.*

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Service and Ports of Call.—Weekly; making thirty-two round trips during the season of navigation between St. John and Bridgetown, calling each way at Ray's Creek, Tupperville and Round Hill; and calling fortnightly at Clementsport and Deep Brook.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$78.12 for each round trip, not to exceed a total of \$2,500 for the season, payable on July 1, October 1, and at close of navigation.

Mails.—To be carried free.

DISTANCES.

	Miles.
Bridgetown to Upper Granville.....	5½
Granville to Tupperville.....	7
Tupperville to Round Hill.....	7
Round Hill to St. John.....	57
Total.....	70

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.	N. H. P.	Speed, Knots.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
Valinda.....	Ft. 95	Ft. 21·5	Ft. 9·3	56	117	60	25	19	9½	Liverpool, N.S.	1911	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1912.....	56	7	5,148	Nil.	Nil.	\$ 2,000
1913.....	36	55	3,021	Nil.	Nil.	2,000
1914.....	35	30	3,845	Nil.	Nil.	2,500
1915.....	36	17	2,313	Nil.	Nil.	2,500
1916.....	35	29	2,554½	Nil.	Nil.	2,500
1917.....	36	28	2,493	Nil.	Nil.	2,500
1918.....	34	23	2,404	Nil.	Nil.	2,500
1919.....	37	In 7	1,781	Nil.	Nil.	2,500
		Out 5	1,183	Nil.	Nil.	
		Total	12	2,964	Nil.	Nil.

ST. JOHN AND DIGBY.

DOMINION ATLANTIC RAILWAY COMPANY.

Contract No. 8.

T. & C. File No. 23474.

Vote 190.—St. John and Digby, steam service between—

1919-20	\$20,000
1920-21	10,000

Contractors.—The Dominion Atlantic Railway Company of Kentville, N.S.

On September 1, 1913, this line passed to the control and ownership of the Canadian Pacific Railway, Montreal, Que.

Date of Contract.—May 1, 1919.*Duration of Contract.*—April 1, 1919, to March 31, 1920.*Service and Ports of Call.*—Full round daily trips (Sundays excepted) from St. John to Digby and return to St. John.*Connection at St. John.*—On all trips from Digby to St. John the steamer shall arrive at St. John in ample time for passengers, mails and perishable express goods westward bound to be transferred to the C.P.R. afternoon train for Montreal.

In the event of any trip from Digby to St. John or the connection with the westbound trains at St. John being missed owing to stress of weather, upon satisfactory evidence thereof being furnished to the Minister, he may direct that no deduction be made from the subsidy.

Government Wharves.—Steamer must call whenever possible.*Subsidy.*—\$20,000, payable quarterly, in July, October, January and April.*Mails.*—To be carried free. If during the continuance of this contract other trips are made than as above stated, all mails tendered shall be carried without additional remuneration.*Distance.*—St. John to Digby, 47 miles.

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.			Refrigerator Space.	N. H. P.	Speed Knots.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
Empress	Ft. 235	Ft. 34	Ft. 28	612	1341	500	450	.....	.....	Nil.	365	16½	Newcastle-on-Tyne.	1906	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.		Subsidies Paid.
1907.....	263	27,068	21,285	Not stated.	Not stated.		\$ 16,245 29
1908.....	314	28,782	21,161	349	2,093 lock bags.... } 8,413 tied sacks.... }		19,935 90
					Bags.	Sacks.	
1909.....	313	29,889	22,061	471	4,414	16,004	19,792 50
1910.....	313	32,328	23,163	499	4,782	17,511	19,872 20
1911.....	311	30,834	27,040	406	5,075	21,340	19,870 96
1912.....	312	31,152	26,520	580	6,434	18,238	19,936 71
1913.....	320	39,781	29,507	455	6,049	15,213	19,613 73
1914.....	377	30,957	23,810	1,155	3,443	25,427	19,805 19
1915.....	312	25,795	22,367	617	3,438	25,186	20,000 00
1916.....	315	31,109	32,893	569	3,421	26,213	20,000 00
1917.....	305	27,532	34,772	801	3,344	27,022	19,423 08
1918.....	304	38,058	29,686	885	3,344	21,600	20,000 00
1919.....	303½	In 19,742 Out 16,615	5,092 19,924	785 170	2,432 909	16,155 9,361	20,000 00
		Total 36,357	25,016	955	3,341	25,516	

ST. JOHN, DIGBY, ANNAPOLIS AND GRANVILLE.

VALLEY STEAMSHIP COMPANY, LTD.

Contract No. 37.

T. & C. File 23781.

Vote 191.—*St. John, Digby, Annapolis and Granville, steam service between, viz.:*
along the west coast of the Annapolis basin—

1919-20.....	\$2,000
1920-21.....	2,000

Contractors.—The Valley Steamship Co., Ltd., of Granville Ferry, N.S.

Date of Contract.—June 14, 1919.

Duration of Contract.—April 1, 1919, to March 31, 1920.

Service and Ports of Call.—A weekly service between St. John, N.B., Annapolis Royal and Granville Ferry, N.S., calling on all trips both ways at Victoria Beach and Littlewoods Wharf (opposite Goat Island), and when tide and weather will permit continuing such trips to Granville Centre, with the privilege on the part of the contractors of further extending the route to Bridgetown, N.S.

During the winter months, in case the ice will not permit the running of the vessel up the Annapolis basin and river, the trip from St. John shall be allowed to terminate at Digby.

Repairs.—The contractors have the right at any time to withdraw the steamer for a period of two weeks, and also in addition thereto for a period not exceeding 14 days, for the purpose of inspection or repairs, and may also replace it with another steamer subject to the approval of the Minister.

Government Wharves.—Steamer must call whenever possible.

Mails.—To be carried free.

Subsidy.—\$2,000 per annum, payable quarterly in July, October, January and April.

DISTANCES.

	Miles.
St. John to Annapolis..	62
St. John to Victoria Beach..	45
Victoria Beach to Port Wade.....	5
Port Wade to Granville Ferry..	12
Granville Ferry to Granville Centre..	4
Granville Centre to Annapolis..	4
Granville Ferry to Annapolis..	1/2
Distance between terminal points via way ports..	70

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.	N. H. P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Granville.....	112	22	9	49	139	100	38	24	9 Knots	Sheburne...	1909	Wood.

TRAFFIC RETURNS.

Calendar Year.	Number Round Trips run.	Number Passengers Carried.	Tons Freight.	Live Stock.	Mails.	Subsidy Paid.
1907.....	52	100	2,721	Nil.	Nil.	\$ cts. 1,500 00
1908.....	50	131	3,119	Nil.	Nil.	1,500 00
1909.....	51	58	3,069	Nil.	Nil.	1,471 15
1910.....	49	118	2,868	Nil.	Nil.	1,500 00
1911.....	47	60	2,694	Nil.	Nil.	1,500 00
1912.....	50	66	3,386	Nil.	Nil.	1,500 00
1913.....	51	57	2,788	Nil.	Nil.	1,500 00
1914.....	52	69	3,024	Nil.	Nil.	1,875 00
1915.....	50	39	3,079	Nil.	Nil.	1,961 55
1916.....	50	77	4,069	Nil.	Nil.	2,000 00
1917.....	45	78	3,299	Nil.	Nil.	1,875 00
1918.....	44	74	3,976	Nil.	Nil.	2,000 00
1919.....	52	In Out	21 30	3,124 683	Nil. Nil.	Nil. Nil.
		Total	51	3,807	Nil.	Nil.

ST. JOHN AND PORTS ON THE BAY OF FUNDY AND MINAS BASIN.

BAY OF FUNDY AND MINAS BASIN STEAMSHIP CO., LTD.

ST. JOHN STEAMSHIP CO., LTD.

Contract No. 71.
T. & C. File 21252.

Vote 192.—*St. John, N.B., and ports on the Bay of Fundy and Minas Basin, and Margareville, N.S., steam service between—*

1919-20..	\$8,000
1920-21..	5,000

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Two services were run under this vote during 1919:—

(a) By the Bay of Fundy and Minas Basin SS. Co., Ltd., of Margaretville, N.S.

(b) By the St. John Steamship Co., Ltd., of St. John, N.B.

(a) Contract No. 71.

T. & C. File 23555.

Contractors.—The Bay of Fundy and Minas Basin Steamship Company, Ltd., of Margaretville, N.S.

Date of Contract.—May 30, 1918.

Duration of Contract.—From the opening to the close of navigation in 1918.

Service and Ports of Call.—A regular weekly service between St. John, N.B., and Margaretville, N.S., calling each way at Hampton, Port Lorne, Port George, Morden, Ogilvie's Wharf, Harbourville and Hall's Harbour, and every two weeks at Parker's Cove and Scott's Bay. Thirty-six round trips are to be made during the season of navigation.

Government Wharves.—Steamers must call whenever possible.

Subsidy.—\$3,000 per annum, payable in quarterly instalments in June, August, October, and on the close of navigation.

Mails.—To be carried free.

DISTANCES.

	Miles.
St. John to Hampton.	40
Hampton to Port Lorne.	5
Port Lorne to Port George.	7
Port George to Margaretville.	6
Margaretville to Morden.	6
Morden to Ogilvie's Wharf.	4
Ogilvie's Wharf to Harbourville.	3
Harbourville to Hall's Harbour.	12
Hall's Harbour to Scott's Bay.	12
Total.	95

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.	N. H. P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
Ruby L.	Ft. 93	Ft. 20	Ft. 8.6	51	119	100	20	16	Knots 9½	Margaretville.	1906	Wood

10 GEORGE V, A. 1920

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags, Mail.	Subsidy Paid.	
1911.....	69	283	5,068	Nil.	Nil.	\$ cts. 5,105 35	
1912.....	113	707	8,839	Nil.	Nil.	8,000 00	
1913.....	106	604	8,569	Nil.	Nil.	7,812 50	
1914.....	100	436	8,874	Nil.	Nil.	7,547 17	
1915.....	76½	190	6,530	Nil.	Nil.	5,914 83	
1916.....	93	261	7,305	Nil.	Nil.	6,122 52	
*1917.....	83	121	6,648½	Nil.	Nil.	4,919 88	
1918.....	27	52	2,440	Nil.	Nil.	2,249 91	
1919.....	37	In Out	48 42	2,320 770	Nil. Nil.	Nil. Nil.	3,000 00
		Total	90	3,090	Nil.	Nil.	

* In 1917 sixteen trips were performed by Arthur Longmire of Hillsburn, N.S., with the SS. *Alice Longmire*, between St. John and Anderson's Cove. These are included in the 1917 traffic returns shown above.

In 1911 only two steamers were employed, and the St. John and Margaretville service was not included in the contract.

In 1915 the *Brunswick* did not commence running on route "B" until August 27.

(b) Contract No. 71A.

File 22782.

Contractors.—The St. John Steamship Co., Ltd., of St. John, N.B.

Date of Contract.—May 31, 1919.

Duration of Contract.—June 9, 1919, to close of navigation in 1919.

Service and Ports of Call—

(a) A regular service every two weeks between St. John, N.B., and Windsor, N.S., calling each way at Kingsport, Canning, Wolfville, Hantsport and Port Williams.

(b) A regular service every two weeks, alternating with the service specified in section (a) aforesaid, between St. John, N.B., and Maitland, N.S., calling at Spencer's Island, Parrsboro', Port Greville and Bass River.

Subsidy.—\$5,000 per annum, payable in equal instalments on August 1, October 1, and at the close of navigation.

Mails.—To be carried free.

DISTANCES.

	Miles.
St. John to Spencer's Island.....	62
Spencer's Island to Kingsport.....	24
Parrsboro' to Bass River.....	26
Bass River to Maitland.....	13½
Maitland to Noel.....	13
	138½
St. John to Spencer's Island.....	62
Spencer's Island to Kingsport.....	25
Kingsport to Canning.....	3
Canning to Wolfville.....	7½
Wolfville to Port Williams.....	3
Port Williams to Cheverie.....	12½
Cheverie to Windsor.....	13
	126

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DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.	N. H. P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
Glenholme.....	Feet. 102.5	Feet. 30.5	Feet. 9.7	125	233	.....	7	24	Knots 8½	Yarmouth, N.S.	1919	Wood

TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags Mail.	Subsidy Paid.
June 24 to Dec. 20, 1919.....	15	In..... 12	375	Nil.	Nil.	\$ cts.
		Out..... 24	2,750	Nil.	Nil.	
		Total... 36	3,125	Nil.	Nil.	

ST. JOHN, WESTPORT AND YARMOUTH AND OTHER WAY PORTS.

HUGH CANN & SON, LTD.

Contract No. 42A.

T. & C. File No. 17436.

Vote 193.—St. John, Westport and Yarmouth and other way ports, steam service between—

1919-20.....	\$10,000
1920-21.....	10,000

Contractors.—Hugh Cann & Son, Ltd., of Yarmouth, N.S.

Date of Contract.—March 12, 1917.

Duration of Contract.—April 1, 1917, to March 31, 1920. If the new steamer mentioned in the subsidy clause is not placed on the route prior to March 31, 1918, the contract will terminate on that date.

Service and Ports of Call.—Seventy round trips are to be made during the period covered by the contract, between St. John, Westport and Yarmouth, calling on each trip both ways at Freeport and Tiverton, unless ice prevents.

Four round trips are to be made in each of the months of April, November, December, January, February and March; 6 round trips in the month of May; and 8 round trips in each of the months of June, July, August, September and October.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$6,000, payable as follows: \$85.71 for each round trip performed, to be paid at the close of June, September, December and March.

10 GEORGE V, A. 1920

If the contractors place a new steamer on the service in place of the *John L. Cann*, as agreed upon, the subsidy it to be \$142.86 per trip, or a total of \$10,000 per annum. (The new steamer, the *Keith Cann*, was placed on the route early in 1918.)

Mails.—To be carried free.

DISTANCES.

	Miles.
St. John to Tiverton.....	51
Tiverton to Freeport.....	11
Freeport to Westport.....	1
Westport to Yarmouth.....	33
Total.....	96

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.	N. H. P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	of
Keith Cann.....	Ft. 120-0	Ft. 25-8	Ft. 11-8	176	299	350	28	53	Knots 11½	Shelburne, N.S.	1917	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1913.....	36½	408	1,808	Nil.	Nil.	\$ cts. 2,100 00
1914.....	81	959	4,497	Nil.	Nil.	5,871 18
1915.....	79½	1,192	5,684	Nil.	Nil.	6,000 00
1916.....	79½	1,258	5,723	Nil.	Nil.	6,000 00
1917.....	78½	1,290	6,598	Nil.	Nil.	5,999 70
1918.....	75½	1,293	11,820	Nil.	Nil.	9,943 05
1919.....	78	In.... 1,069 Out... 1,047	3,111 7,985	Nil. Nil.	Nil. Nil.	10,000 00
		Total. 2,116	11,096	Nil.	Nil.	

SYDNEY AND BAY ST. LAWRENCE.

THE NORTH SHORE STEAMSHIP COMPANY, LTD.

Contract No. 33.

T. & C. File No. 23154.

Vote 194.—*Sydney and Bay St. Lawrence, calling at way ports, steam service between—*

1919-20.....	\$6,000
1920-21.....	6,000

Contractors.—The North Shore Steamship Company, Limited, of Sydney, N.S.

Date of Contract.—March 20, 1919.

Duration of Contract.—From the opening to the close of navigation in the year 1919.

Services and Ports of Call.—From the opening of navigation until June 15, and from October 15 until the close of navigation, one full round trip each week between

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Sydney and St. Anne's Bay, calling both going and returning at North Sydney, Breton Cove, Englishtown and North River; and one full round trip each week between Sydney and Bay St. Lawrence, calling at North Sydney, Ingonish, Neil's Harbour and Dingwall; returning calling at Neil's Harbour, Ingonish and North Sydney.

From June 15 to October 15 two full trips each week between Sydney and Ste. Anne's Bay, with calls as above given; and two full round trips each week between Sydney and Neil's Harbour, calling both going and returning at North Sydney and Ingonish, one trip each week to be extended to Bay St. Lawrence, with calls on the outward trip at Dingwall and Cape North. The Friday trip to Ingonish and Neil's Harbour is to be extended to Dingwall during July and August.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$6,000, payable in instalments in June, August and October, and on the close of navigation.

Mails.—To be carried free.

DISTANCES.

	Miles.
Sydney to North Sydney.....	5
“ Breton Cove.....	27
“ Englishtown.....	39
“ North River.....	43
“ Ingonish.....	35
“ Neil's Harbour.....	47
“ Aspy Bay.....	59
“ Cape North.....	70
“ Bay St. Lawrence.....	85

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.	N. H. P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
Aspy.....	Ft. 113	Ft. 25	Ft. 8.5	99	215	250	250	42	Knots 10	Shelburne, N.S.	1910	Wood.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
*1907.....	110	2,766	1,567	Not stat'd	Nil.	\$ 1,500
*1908.....	123	3,863	1,945	183	Nil.	1,500
1909.....	116	2,875	475	Nil.	Nil.	6,500
1910.....	111	2,115	645	80	Nil.	6,500
1911.....	111	2,686	654	30	Nil.	6,500
1912.....	112	2,550	890	160	Nil.	6,500
1913.....	122	2,300	960	95	Nil.	6,000
1914.....	110	1,715	860	45	Nil.	6,000
1915.....	112	1,360	765	130	Nil.	6,000
1916.....	110	1,510	835	45	Nil.	6,000
1917.....	114	1,515	1,120	55	Nil.	6,000
1918.....	113	1,680	1,260	226	Nil.	6,000
1919.....	112	In 1,065 Out 795	465 1,175	70 Nil.	Nil. Nil.	6,000
		Total 1,860	1,640	70	Nil.	

SYDNEY AND WHYCOCOMAGH.

THE BRAS D'OR STEAMBOAT COMPANY, LTD.

Contract No. 34.

T. & C. File No. 23695.

Vote 195.—Sydney and Whycomagh, steam service between—

1919-20..	\$4,000
1920-21..	4,000

Contractors.—The Bras d'Or Steamboat Company, Limited, of North Sydney, N.S.

Date of Contract.—June 28, 1919.

Duration of Contract.—From the opening to the close of navigation in 1919.

Service and Ports of Call.—From the opening of navigation to June 30, and from October 18 to close of navigation, two full round trips each week; and from June 30 to September 30, three full round trips each week, between Sydney and Whycomagh, calling both going and returning at North Sydney, Big Bras d'Or, New Campbellton, Boularderie, Ross Ferry, Big Harbour, Kempt Head, Baddeck, Washabuck Centre, Nyanza and Little Narrows.

It is agreed that if, upon due and proper investigation, the Minister should deem it advisable that three round trips a week should be performed after September 30, the contractors will perform the said three round trips each week, until otherwise instructed by the Minister.

It is further agreed that from October 15 to the close of navigation one call each week shall be made at Iona.

Subsidy.—\$4,000, payable at the rate of \$50 per trip for each round trip performed up to maximum of 80 round trips.

Government Wharves.—Steamer must call whenever possible.

Mails.—To be carried free.

DISTANCES.

	Miles.
Sydney to North Sydney..	5
North Sydney to Big Bras d'Or..	20
Big Bras d'Or to New Campbellton..	2
New Campbellton to Boularderie Centre..	7
Boularderie Centre to Ross Ferry..	7
Ross Ferry to Big Harbour..	2
Big Harbour to Kempt Head..	6
Kempt Head to Baddeck..	5
Baddeck to Washabuck..	5
Washabuck to Nyanza..	6
Nyanza to Little Narrows..	10
Little Narrows to Whycomagh..	7
Total..	<hr/> 82 <hr/>

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DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.	N. H. P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.					Knots				
Marion.....	150	26.5	8	269	478	100	400	49	12	New York, U.S.A.	1876	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round trips run.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907.....	83	4,032	1,241	Not stated.	Nil.	\$ cts. 1,000 00
1908.....	82	4,007	1,242		2,860	Nil.
1909.....	85	4,496	1,437	3,102	Nil.	2,000 00
1910.....	88	6,049	1,403	4,226	Nil.	3,000 00
1911.....	78	6,051	1,690	4,738	Nil.	3,000 00
1912.....	84	5,919	1,820	4,693	Nil.	3,000 00
1913.....	89	6,404	1,607	5,343	Nil.	3,000 00
1914.....	78	5,879	1,554	5,458	Nil.	3,000 00
1915.....	80	5,773	1,556	4,081	Nil.	3,000 00
1916.....	81	6,655	1,794	3,631	Nil.	3,000 00
1917.....	79	6,399	2,029	2,674	Nil.	3,000 00
1918.....	79	4,756	2,319	2,343	Nil.	3,000 00
1919.....	81	In 3,328 Out 3,648	2,141 1,901	2,417 204	Nil.	4,000 00
		Total 6,976	4,042	2,621	Nil.	

SYDNEY, BRAS D'OR LAKES, AND CAPE BRETON PORTS.

THE COASTAL STEAMSHIP COMPANY, LTD.

Contract No. 77.

T. & C. File 22657.

Vote 196.—*Sydney and Bras d'Or Lake Ports, and Ports on the East and West Coasts of Cape Breton, steam service between—*

1919-20.....	\$14,000
1920-21.....	14,000

Contractors.—The Coastal Steamship Company, Ltd., of Sydney, N.S.

Date of Contract.—May 14, 1919.

Duration of Contract.—May, 1919, until the close of navigation, 1919.

Service and Ports of Call.—Weekly, from Sydney to North Sydney, Baddeck, Grand Narrows, East Bay, Big Pond, Irish Cove, Johnston's Harbour, Marble Mountain, St. Peter's, Grandique, Poulamond, L'Ardoise, Arichat, Mulgrave, Hawkesbury, Hastings, Port Hood, Margaree, Grand Etang and Cheticamp, returning to Sydney and proceeding thence to Gaborous, calling at Port Morien, Mainadiou, and Louisburg.

10 GEORGE V, A. 1920

Until the *Bras d'Or* is completed and ready to be placed on the route, the service shall be performed as far as Mulgrave by the *Weymouth* or the *Richmond*.

Subsidy.—\$14,000 per annum, payable in instalments on July 1, October 1, and at the close of navigation.

Provided that during the time the *Weymouth* or *Richmond* is employed on the route, before the *Bras d'Or* is placed on the service, such proportionate deduction may be made from subsidy as may be approved by the minister.

Mails.—To be carried free.

DISTANCES.		Miles.
Sydney to North Sydney		5
North Sydney to Baddeck		55
Baddeck to Grand Narrows		20
Grand Narrows to East Bay		25
East Bay to Big Pond		7
Big Pond to Irish Cove		8
Irish Cove to Johnston's Harbour		10
Johnston's Harbour to Marble Mountain		16
Marble Mountain to St. Peter's		20
St. Peter's to Grandique		12
Grandique to Poulamond		3
Poulamond to L'Ardoise		10
L'Ardoise to Arichat		18
Arichat to Mulgrave		20
Mulgrave to Hawkesbury		2
Hawkesbury to Hastings		3
Hastings to Port Hood		25
Port Hood to Margaree		40
Margaree to Grand Etang		8
Grand Etang to Cheticamp		9
		316
Sydney to Port Morien		32
Port Morien to Mainadieu		14
Main-à-dieu to Louisburg		15
Louisburg to Gabarous		13
		74
		390

DESCRIPTION OF VESSEL EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.			N. H. P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.			At	In	Of
Bras d'Or	Ft. 150	Ft. 28	Ft. 10			400	40				Knots 12	Mahone Bay N.S.	1919	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round trips run.	No. of Passengers Carried.	Tons of Freight Carried.		Live Stock.	Mails.		Subsidy paid.
			Weight.	Measurement.		Lock Bags.	Tied Sacks.	
1919	36	In 15 Out 30	525 1,400					8,420.64
Total		45	1,825					8,420.64

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During 1919 the *Weymouth* ran 31 trips, and the *Bras d'Or* 5 trips. The *Bras d'Or* was a new steamer, not completed until December 1, 1919.

SUPERVISION OF SUBSIDIZED STEAMSHIP SERVICES.

Vote 197.—Expenses in connection with the supervision of Subsidized Steamship Services—

1919-20.	\$3,500
1920-21.	4,000

By Order in Council of April 10, 1912, Mr. W. E. Tupper, of Digby, N.S., was appointed Supervising Officer of Subsidized Steamship Services. His salary is \$2,000 per annum, and he is allowed the usual travelling and other contingent expenses.

In December, 1916, Mr. Tupper enlisted for active service overseas. He returned to Canada in 1918, and resumed his position as supervising officer on January 1, 1919.

The Supervising Officer's Annual Report is as follows:—

DIGBY, N.S., March 12, 1920.

F. C. T. O'HARA, Esq.,
Deputy Minister, Trade and Commerce,
Ottawa.

DEAR SIR,—I beg to submit my report on Subsidized Steamship Services for the year ending December 31, 1919. During the year I travelled over 5,000 miles by water and inspected 31 services. Two of this number were twice inspected and six were the subject of special investigation.

Taking into consideration the conditions produced by the war, the services, with few exceptions, were satisfactorily performed and well maintained. Masters of steamers (in whose hands the satisfactory performance of a service so largely rests) appeared to have due appreciation of their responsibilities to the travelling public and the inhabitants of the ports served; accommodations were found to be clean and adequate, and the food of good quality, well cooked and served.

Your supervisor desires to draw attention to the fact that in many of the districts served by coastal steamers the impression prevails that should a more suitable steamer be required to perform a service, and in the event of none being available, it is the duty of this Department to either build or commandeer one. This is, of course, an erroneous impression. While this Department endeavours to increase the efficiency of the local services and, to that end, is constantly on the lookout for more suitable steamers, it does not appear to be generally understood that this Department cannot proceed further than to call for tenders from steamship owners.

During the war this Department was seriously handicapped in its attempts to procure more suitable steamers, in cases where such were required. The chief difficulties were, first, scarcity of suitable boats, and second, the disinclination of costal steamboat owners to contract for services, owing to the greatly increased cost of steamship operation. The first difficulty was the more serious. The supply of boats available for the performance of subsidized steamship services may be said to depend upon the output from local shipyards. About 90 per cent of the steamers of a class suitable for employment on subsidized lines are recruited from local shipyards; that is to say, these boats are built by companies which propose to employ them under contract with this Department, or fall into the hands of prospective contractors shortly following their completion. To illustrate one of the difficulties with which this Department has been forced to contend during the last five years, the following figures are significant.

At the close of 1918 there were 26 steamers performing subsidized services on the Nova Scotia coast. Of this number, 18 were built in Nova Scotia between the years 1905 and 1914, inclusive, while between 1914 and the signing of the armistice only one vessel was launched. I am referring, of course, to the type of steamer suitable for employment on local services.

For the year 1919 there were 33 steamers subsidized by this Department for the performance of freight and passenger services in the coastal waters of the provinces of Quebec, New Brunswick, Nova Scotia, and Prince Edward Island (this number includes two services performed between Nova Scotia and Newfoundland). These services may be summarized as follows—

Services between way ports in Nova Scotia	17
“ “ “ “ “ New Brunswick	3
“ “ “ “ “ Quebec	1
“ “ “ “ “ Prince Edward Island	1
“ “ “ “ “ Nova Scotia and New Brunswick .	6
“ “ “ “ “ Quebec and New Brunswick	1
“ “ “ “ “ *Quebec and Nova Scotia	1
“ “ “ “ “ Nova Scotia and Prince Edward Island	1
“ “ “ “ “ Nova Scotia and Newfoundland .	2

*Magdalen Islands.

Of the steamers performing the above services 27 are suitable to requirements, possessing ample carrying capacity and having adequate accommodation for passengers.

Owing to conditions which may be said to be directly attributable to the war, the following services were more or less unsatisfactorily performed during the season of 1919.

Quebec and Gaspé Basin. The contractors for this service were unable to procure a suitable boat, consequently this Department was compelled to sanction the employment of a steam schooner. There is a heavy freight and passenger traffic on this route, which this vessel was unable to handle. She will, however, not be permitted to resume this service next season, and the contractors have undertaken to replace her with a suitable boat.

Baddeck and Iona, Sydney and Whycomagh services. The steamers performing these services were built in 1887 and 1876 respectively. During the last few years this Department has made strong endeavours to replace these boats, not only for the reason that they have approached the end of their usefulness, but also because neither steamer is able to cope with even moderate ice conditions. A short time ago a call for tenders for the Baddeck-Iona service was issued, but as the previous contractors were the only ones who made application this Department was compelled to renew the contract for a service with the steamer which had been previously employed. It is hoped, however, that a more suitable steamer will be procured for the season of 1921.

The contractors for the Sydney-Whycomagh service have for some time been attempting to obtain a more adaptable boat for the route, but owing to general conditions, and owing also, to the fact that this service requires a steamer possessing somewhat unusual qualities, their efforts were unsuccessful. This Department has been lately informed, however, that a suitable steamer may be available for 1921.

Mulgrave-Guysboro service. In 1918 the company which had satisfactorily conducted this service for many years, refused to renew their contract. As there appeared to be no suitable boat available this Department was compelled to employ a steamer which although able to satisfactorily perform the service during the season of open navigation, was not of a type that permitted her to cope with the severe ice conditions existing during the winter months. A substitute steamer was procured; very unfortunately, however, she failed to pass inspection on two separate occasions, with the result that there has been no service on this route for several weeks. There is some cause to fear that great difficulty may be experienced in procuring a suitable steamer

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for the season of 1920. The same conditions may also apply in the case of the *Petit de Grat* and *Intercolonial Terminus* at *Mulgrave* service; the contractor who has for many years operated this service having disposed of his steamer.

Your supervisor has reason to believe that the inhabitants of coastal ports fail to appreciate the difficulties encountered by this Department in connection with procuring suitable steamers for the performance of subsidized services. Even under normal conditions it was frequently very difficult to obtain boats suitable in all respects to the individual requirement of the routes. During, and since, the war, however, it has been practically impossible to procure boats of any description.

In view of the fact that there is a yearly decrease in the number of steamers available for the purposes of this Department, and in further view of the fact that there are, at the present time, services which are suffering on account of this shrinkage, it is within reason to predict that should there fail to be a revival of the building of coastal steamer of a certain class within the next year or two, there will not only be a marked deterioration in the quality of a number of the services but in some cases it may lead to the abandonment of a service of any description.

I have the honour to be, Sir,

Sir,

Your obedient servant,

W. E. TUPPER,
Supervisor.

AUTHORIZED BY STATUTE.

(1-2 Geo. V., Chap. 25.)

(Expires April 6, 1921.)

CANADA, CHINA AND JAPAN.

CANADIAN PACIFIC RAILWAY CO.

Contract No. 39.

T. & C. File No. 23665.

1919-20.	\$121,666 66
1920-21.	121,666 66

(See p. 22)

SOME CLAUSES COMMON TO ALL CONTRACTS.

NOTE.—Some of the principal sections common to all contracts, and as such hereinbefore frequently referred to, read as follows:—

Proof of Performance of Service to be Furnished.

The contractors shall furnish and establish at their own expense the necessary agents required for the efficient performance of this contract, and shall with diligence as soon after the completion of each voyage as may be, furnish to the minister full and complete copies of the manifests of the cargoes and lists of passengers carried on each voyage, duly certified by the proper officers of customs, and also such other documents, information and evidence as may be reasonably required by the minister to

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show the volume, extent and value of the trade carried on by the said steamers and the full performance on their part of services, requirements and conditions of this contract, in order to enable him to judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with, within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive; and the furnishing of such certificates, documents and evidence as hereinbefore specified shall be a condition, precedent to the payment of the subsidy herein provided for, or any portion thereof, and if in the opinion of the Minister, all the terms of this contract have not been fully complied with by the contractors, he may deduct from the subsidy otherwise payable such portion thereof as he may deem fit and proper, taking into consideration all the circumstances connected therewith, and the contractors shall at all times during the continuance of this contract well and faithfully abide by and conform to all such requirements as may be made by the minister with regard to the said steamers in the performance of this contract.

Financial Statements.

It is further understood and agreed that the contractors, whenever so required, shall furnish the minister with such financial statement or statements as he may desire from time to time respecting all revenues derived from and all expenditures in connection with the conduct of the service herein provided for.

British Subjects.

It is further understood and agreed by the contractors, that two-thirds of the total number of officers, engineers, stewards, crew or other employees whatsoever upon the steamships engaged in the performance of the service herein contracted for, shall be British subjects, but the non-observance of this clause shall not constitute a violation of this contract in such individual cases as may from time to time be approved by the minister in writing.

Equipment of Steamers.

The steamers to be employed as herein specified, shall at all times during the continuance of this contract be fully seaworthy, well-officered, manned, victualled, equipped, provided and furnished, having regard to the service which the contractors have hereby undertaken to perform; and shall have ample and suitable accommodation for the passengers, mails and freight to be carried over the route specified; and shall at all times, carry boats and life-saving appliances in compliance with the law, and shall be in all respects to the approval of the minister.

Carriage of Mails.

The contractors shall during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf or under the direction of the postal authorities of Canada, or those at the terminal port or ports of call herein referred to, and shall deliver all such mails at their proper destination at the terminal port or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.

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Accommodation for Mails.

The said steamer shall be provided with sufficient and convenient accommodation and protection for all such mails, to the satisfaction of the Honourable the Postmaster General of Canada for the time being, and the contractor shall further take all reasonable and necessary precautions for the protection of such mails, while upon the said steamers or while in the contractor's charge or custody, from loss, damage or injury, in any way, and the contractors shall be responsible for any loss or damage thereto caused by negligence or want of proper care or accommodation on the part of the contractors, their agents or servants or on the part of the officers, employees or crew on board the said steamers, and this without regard to any question as to the legal liability of the Postmaster General to the owners of the articles of mail matter contained in such mails for damage or loss sustained in transit.

Definition of term "Mails."

The expression "mails" for the purpose of this contract shall be deemed to mean and include all boxes, bags, baskets or packets of or containing letters, post-cards, newspapers, parcels, books, or printed papers, and all other articles which under the Post Office Act and postal regulations for the time being in force are transmissible by post in Canada, without regard to place either of origin or destination, and also all empty bags, empty boxes and other receptacles, stores and articles used or to be used in carrying on the post office service, or which shall ordinarily be sent by or to or from the offices.

No Letters except H. M. Mails to be Carried.

The contractors shall not, nor shall any of their agents or servants, or officers or crews of the said steamers receive or permit to be received on board of the said steamers any letters for conveyance other than those contained in His Majesty's mails, or which are or may be privileged by law, nor the mails of any other country, except such as are specified by the Postmaster General of Canada for the time being.

Government officials to be carried Free of Charge.

The Honourable the Postmaster General of Canada, or the Honourable the Minister of Trade and Commerce for the time being, or any inspector or officer of the Post Office Department or the Department of Trade and Commerce, who may in the execution of his duty travel in the said steamers, shall be carried free of charge.

Proper accounts to be Kept.

The contractors shall keep full and proper accounts of and in connection with the working of this service, and shall keep such accounts separate and distinct from any other accounts of or connected with other branches of their business; and in any contingency which, in the opinion of the Minister, may render such a course necessary, the contractors shall allow any officer or officers named by the minister free access to such accounts and all books, papers and documents connected therewith.

Substitute for Disabled Steamers.

It is understood that if the said steamer shall be by peril of the sea or other unavoidable casualty, lost, destroyed or temporarily disabled from performing the voyages herein agreed to be performed according to the true intent and meaning of these presents, the contractors may in such case as soon as reasonably may be, having regard to the circumstances, replace the said steamer by another of equal class, speed, equipment, character and capacity to the satisfaction and approval of the Minister in

case the said steamer has been only temporarily disabled, and continue the service herein contracted for with such substituted or repaired steamer with as little delay as possible under all circumstances.

Freight and Passenger Tariffs—Proof of Performance of Service to be Furnished.

The contractors shall carry on each steamer running under this contract, according to its capacity, on all voyages, all the freight and passengers which may be reasonably offered or obtained, and at tariff rates, both as to passengers and freight, which may be from time to time approved by the Minister; and the contractors shall furnish to the Minister such documents, information and evidence as may be required by the Minister, to show the volume, extent and value of the trade carried on by the said steamer, and such customs certificates, documents and evidence as may be necessary or as may be required by the Minister to prove the performance of the service herein contracted for, and to enable the Minister to judge as to whether this contract is being carefully and faithfully carried out and performed and the furnishing of such certificates, documents, information and evidence, as hereinbefore specified, shall be a condition precedent to the payment of the subsidy herein provided for or any portion thereof.

Deductions from Subsidy—Time-tables to be furnished—Docking Disabled Steamers.

Provided, however, that it is the true intent and meaning of these presents that no amount or instalment of subsidy shall be payable or be paid at any time, unless it appears to the satisfaction of the Minister that up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and carried out, according to the true intent and meaning of these presents; and it is understood and agreed to be a further condition of these presents that the contractors shall at least two weeks prior to the first sailing under this contract furnish to the Minister time-tables showing the proposed sailings, and upon the same being approved by the Minister, they shall be duly advertised in such manner as he may direct; and it is also agreed that in case either of the steamers herein named, or a substituted steamer sanctioned by the Minister, does not sail from a terminal port as herein specified within of the date fixed by such time-tables, there shall be deducted from the amount of subsidy payable for such voyage a sum equal to one-tenth of the amount otherwise payable for the performance of such voyage, and so in proportion for further delays or failure to sail from such terminal port. Provided, however, that the Minister may authorize any vessel to sail either at an earlier or a later date than that specified in such time-tables should he for any reason deem it advisable to do so; it being understood and agreed that, in the event of any of the said steamers being at any time so disabled as to be obliged to be docked for repairs, the failure to perform the terms of this contract owing to such accident and for the time reasonably occupied in the repair of the damaged steamer, shall not be taken as a default or breach of the stipulations of this contract, or subject the contractors to deductions as above from the amount of this subsidy, if any, payable for any voyage delayed in consequence of such docking for repairs, but there shall be no claim for, nor payment of any subsidy in respect of any voyage not actually performed.

Freight and Passenger Rates to be Approved by the Minister.

(Inserted in contracts for ocean services only.)

The contractors shall at least three weeks prior to the first sailing under this contract, furnish to the Minister a schedule of the freight rates proposed which

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schedule shall be subject to the approval of the Minister, and after being approved by him shall not be changed except with his consent; and the Minister may at any time, if he deem it advisable, fix the maximum rates to be charged between the different ports, on both east and westbound trips, on any article or class of goods, and the contractors shall carry between the ports, hereinbefore named, on all voyages of the said steamships employed under the terms of this contract, all passengers or freight that may be offered or that can reasonably be procured, at rates which shall not be in excess of such maximum rates as fixed by the Minister, should he deem it advisable to so fix such maximum rates, and in no case shall any discrimination be made as regards rates, or otherwise, directly or indirectly, against Canadian merchants, or shippers, who shall always have precedence for their freight and goods over all other merchants and shippers; and it is agreed and understood that the freight rates on eastbound trips, sailing from _____ or _____ as hereinbefore provided, on through bills of lading _____ from any place in the provinces of Ontario and Quebec, or from any Canadian points farther west, shall in no case be greater than from the same place to _____ *via* any United States route or port; and on the westbound trips the rates from _____ to any place in Ontario or Quebec, or other Canadian points farther west, shall be as favourable as *via* any United States route or port to the same place; and it is further understood and agreed that the said steamers shall not carry between the ports of _____ or _____ and _____ aforesaid, on any voyage run under the terms of this contract, either deals or lumber or timber to a greater extent than fifty per cent of the total quantity of the cargo carried on such voyage and such quantity only in case other Canadian products are not offering or cannot be obtained. Provided, however, that in the event of other cargo not being obtainable, satisfactory evidence of the fact being furnished to the Minister, then the contractors shall be allowed to make up the balance of the cargo with deals, boards or timber.

Publicity of Tariff Charges.

The freight and passenger rates charged by the contractors over said route may at any time be required to be approved of by the Minister, whose decision shall be final, and the said freight and passenger rates shall be made available at all times to the public at the head office and the agencies of the contractors.

Calls at Foreign Ports.

The steamer employed in carrying out the provisions of this contract shall not on any of its trips call at any foreign port not specified in this contract.

Carrying of nitro-glycerine or dangerous articles.

The contractor shall not convey or permit to be conveyed in any steamer while employed in this service any nitro-glycerine or any other article which in the opinion of the Minister shall be considered dangerous.

Subsidy subject to Vote of Canadian Parliament.

It is conditioned, declared and agreed that the payment of subsidy, as hereinbefore stipulated, is subject to the amount specified being provided for the purpose by a vote of the parliament of Canada, and that if no amount is voted for the purpose, or if any amount voted has become exhausted in payment thereof, and no further sum is voted for the purpose, this contract or agreement shall terminate and become void and of no effect, and the party of the first part shall not in consequence be held liable to damage.

Minister's Right to Terminate Contract.

It is declared to be the true intent and meaning of these presents, that the Minister shall have the right at any time during the continuance of this contract, upon

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30 days' notice in writing to the contractors, their successors or assigns, to terminate this contract, and every matter and thing herein contained, if it shall appear to the Minister that there has been any breach on the part of the contractors, their successors or assigns, of any of the covenants, agreements, stipulations or provisions herein contained and entered into on the part of the contractors; and it is declared and agreed that the Minister shall at all times be the sole and final judge as to whether there has been any such breach, and his decision shall be absolute, final and conclusive.

Assignment of Contract.

This contract shall not, nor shall any right or interest therein be assigned without the consent in writing of the Minister to such assignment having been first obtained.

Canadian Members of Parliament not Admitted to Share in Contract.

It is a condition of these presents that no member of the House of Commons of Canada shall be admitted to any share or part of this contract or agreement nor to any benefit to arise therefrom.

Changes in Contract.

The minister may authorize any change or changes in the terms of this contract as may not be consistent with the vote providing for the payment of the subsidy.

Minister to be final judge as to full carrying out of contract.

The minister shall at all times be the judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive.

Towing.

No towing shall be undertaken by the vessel performing the service specified in this contract, if such towing might interfere in any way with the regular performance of said service, except for the purpose of saving life or assisting vessels in distress, or performing other work of great importance, without the permission of the minister first having been obtained.

Transportation of Trade Commissioners.

(Inserted in contracts for ocean services.)

The Canadian Trade Commissioners and their wives, children and servants, or Canadian Commercial Agents, shall be granted free transportation, meals included, with first-class accommodation and free transportation for their household effects, upon any steamships employed by the contractors in the performance of this contract when requested so to do by the Minister, and when the said Commissioner or Commercial Agent is travelling upon his official duties or being transferred from one official post to another.

Government Railway Clause.

(Inserted in contracts for Atlantic ocean services.)

It is hereby agreed by the contractors that as the aid herein expressed and provided for by the Canadian Government is for the express purpose of encouraging the development of Canadian trade and the transportation of Canadian goods through Canadian channels the Company accepts the aid on these conditions, and agrees that all freight booked or carried by the said steamships from a port in the United Kingdom and during the time these make Halifax or St. John their terminal port, shall,

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when not otherwise expressly routed by shippers or consignees, be delivered to the Canadian National Railways at Halifax or St. John for shipment to final destination in Canada, provided that the rates demanded by the Canadian National Railways shall not be in excess of the rates charged by any other railway company from said ports to final destination in Canada.

(a) Contractors are to hand over to the Canadian National Railways at Halifax passengers for points in the Maritime Provinces or the Province of Quebec, providing the route of such passengers is controlled by the contractors and that they are not otherwise routed. It is further agreed that the contractors through their agents in Canada shall see that they have all such freight for export as may be secured by them for a port in the United Kingdom at which the subsidized line may call delivered to the Canadian National Railway at Montreal.

Calls at Government Wharves.

(Inserted in contracts for local services.)

In consideration of the subsidy herein stipulated the contractors agree to call at all Government wharves when such is practicable and when such wharves are available.

Handling of perishable products.

(Inserted in contracts for Atlantic ocean services.)

The handling, loading, stowing and unloading of any fruit or perishable products carried by the said vessels shall be subject to and under the supervision of any cargo inspector or other officer appointed for that purpose, should the Minister of Agriculture for Canada deem it advisable.

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